

THE INTERNATIONAL
Teamster
DEDICATED TO SERVICE

SEPTEMBER 1959

IN THIS ISSUE:

**HOW DID YOUR
CONGRESSMAN VOTE
ON THE LABOR BILL?**

See Special Report, Page 13



Teamsters Salute . . .

Hawaii

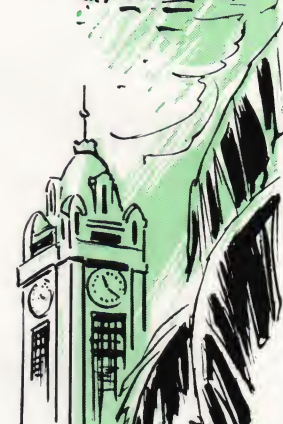
HAWAII, our new fiftieth state, "The Paradise of the Pacific," over 2,000 miles west of San Francisco, is world-famous as a vacation wonderland.

There are 20 islands, only eight of which are inhabited. Total area is 6,432 square miles, ranking 47th in the 50 states. In the 1950 census, the 499,794 population ranks it 45th.

"Hawaii" is a word of Polynesian derivation meaning "Home of Volcanoes." There are two active volcanoes; Kilauea and Mauna Loa, the latter being the world's largest. The islands were discovered by Captain James Cook of England in 1778; were originally called "Sandwich Islands" after the captain's British nobleman sponsor. When discovered, the Hawaiian natives had such a well-organized society that the newcomers instinctively respected it. It was not until June 14, 1900, that the Islands were made a territory of the U. S.

Sugar is the leading industry of the islands with the rich soil delivering the world's greatest per-acre yield (7¼ tons). Second-ranking industry is pineapple; third is tourism. Uncle Sam contributes mightily to the Hawaiian economy, for the armed forces' payrolls, goods and services totalled \$307,940,000 in 1957. Prime installations are Schofield Barracks (Army) and Pearl Harbor (Navy), targets for the Japanese attack on December 7, 1941.

Hawaii's statehood will crown about a half-century of efforts to achieve it. The orchid-bedecked, vacation playground, industrial, military and naval center which is Hawaii is a brilliant addition to the Union. A hearty "Aloha!" from The International Teamster.



THE INTERNATIONAL *Teamster* DEDICATED TO SERVICE

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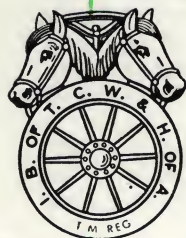
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Pensioner Asks to Pay Dues for 50th Year

Oswald E. Hensch of Local 463 Philadelphia, who joined the Teamsters Union 49 years ago and proudly displays his 1910 dues book to prove it, recently retired under his Teamster-won pension program.

But one thing troubled him: He wanted to finish out his fiftieth year as a Teamster. John B. Backhus, president of the local, assured him he would have that privilege.

Here's veteran Teamster Hensch's letter:

Mr. John B. Backhus, President
Local 463

DEAR JOHN:

It was my earnest desire to be at Tuesday's meeting to thank you and Al Sabin for all you have done for me. You were all so kind; I was hoping to spend my 50th anniversary with you next March. Could I pay my dues until then? Please let Walter Beilfus know. (Still have my due card 1910.)

Also please let me congratulate you on your fine stand for James Hoffa, he has always been my idol. No better man for that job. *Hoffa is tops.*

I have just signed for a pension (15 years). Another good example of what Local 463 has done for us.

Thanking you for what you have done for me and wishing you all the best of health, I remain

Fraternally yours,

OSWALD E. HENSCH

Local 600 Member Likes Logic, Common Sense

Fred A. Gokenbach, member of Local 600, St. Louis, Mo., liked the way Teamster Legislative Director Sidney Zagri defended the Teamster position on labor reform legislation

with "good logic and common sense."

He took the time to write a postcard to Zagri to that effect and added:

"I have *not* been intimidated, bribed or forced to agree with you."

Detroit Local Gives \$200 to College Fund

Local Union 299, Detroit, Mich., whose president is also Teamster International President James R. Hoffa, has donated \$2,000 to the building fund of Maryglade College, to be built near Memphis, Mich. In addition, Hoffa told Benjamin Levinson, Detroit banker in charge of the building fund drive, he would endeavor to raise \$50,000 among other Teamster locals for the school, which will train young men to work with needy persons in underdeveloped countries of the world. Maryglade will be operated by the Missionaries of Saints Peter and Paul, an order founded 109 years ago.

Teamsters Rout Rival in Atlanta

By a whopping 56-to-5 vote, the Teamsters Union has won a National Labor Relations Board election to represent workers at the International Shoe Company warehouse in Atlanta, Ga.

On the short end of the vote was the AFL-CIO International Brotherhood of Longshoremen, which had been the workers' bargaining agent for the past eighteen months.

Teamster spokesmen on the scene said workers had voted for the change because they wanted the higher wages and better contracts they knew the Teamsters could win for them. Workers also "knew the Teamsters service their members," the spokesmen added.

Teamsters Sign 30th Bowling Alley in N. J.

Signing of a contract with Garden State Bowling Alleys in Union, N. J., has brought to 30 the number of bowling alleys under Teamster agreements in New Jersey.

All thirteen eligible employees joined the union. The contract provides for an increase in mechanics' rates from \$90 to \$115 a week. Porters' pay is boosted from \$1.15 an hour to \$1.60, and other classifications were raised proportionately.

The contract was negotiated by Frank Carrachino of Elizabeth, business agent for Local Union 575.

Teamsters Cooperate In 'Four-Way' Test

Teamster Local 341 is cooperating in Pittsburgh's unique Rotary-sponsored "Four-Way Test" program which seeks to strengthen the city's "soul" through promoting this test of everyday community dealings: (1) Is it the *truth*? (2) Is it *fair* to all concerned? (3) Will it build *goodwill* and better friendship? (4) Will it be beneficial to all concerned? Louis Gizzi, president of the Building and Construction Drivers Teamsters local, incorporated the "Four-Way Test" in the union's contract and foresaw a building of better labor relations through the program.

Los Angeles Teamster Appointed Trustee

Los Angeles Teamster Frank J. Matula, Jr. was appointed an International Teamsters Trustee by the General Executive Board last month, succeeding Paul Jones, who died in July.

Matula is secretary of Teamsters Local 396. He is a veteran in the labor movement, dating back to the early 1920's.

He began his career in the Teamsters in Seattle, Wash., as a motorcycle rider for United Parcel, and worked in his spare time for Joint Council 28's Promotional League.

In 1934, Matula went to work for United Parcel as a delivery driver, and continued in that capacity until 1941. He then went to work for Local 208 in Los Angeles as an organizer. Matula was elected secretary of Local 396 then, and has held that position since.

His appointment is for the unexpired term of Paul Jones, who was elected in 1957 for a five-year term, expiring in 1962.

A Question of Survival



ANY lingering doubts as to the real purpose behind the drive for so-called labor "reform" legislation have been laid to rest. With the passage of the viciously punitive Landrum-Griffin bill by the U. S. House of Representatives last month the motives of those who seek to destroy the standard of living of the American worker became painfully obvious. The bill was especially designed to weaken organized labor in this country until it is impotent and helpless to carry out the tough job of improving the lot of working men and women.

This campaign against the worker is not new. It has been going on for years—long before my time or yours. The outward form, the slogans, the catch phrases change but the goal remains fixed. Today we hear the cry that "corruption," "racketeering," "gangsters," and "blackmail picketing" must be eliminated from the labor movement. Yesterday and the day before, it was the "American Plan" and the "right-to-work." Who can argue with such fine sounding sentiments? This International Union would be the first to applaud them if those who use them meant what they say. The sad truth is that they do not. They have taken the course set by demagogues throughout history and have cloaked their true aims in noble and high-sounding phrases. But, their actions in the Halls of Congress belie their words.

In 1947 in an atmosphere charged with whipped-up hysteria and fear, the Taft-Hartley Act was passed. Behind a barrage of propaganda the powerfully rich anti-labor forces succeeded in tying the lead weight of that bit of legislation to the hands and feet of American labor. Labor unions since that time have been seriously impeded in pursuing their basic function of organizing the unorganized. Evidently the shackles are not heavy enough—the worker can still hobble about; therefore, the weights must be tightened and made heavier, and those who would see the trade union movement set back a half century propose to accomplish this through the Landrum-Griffin bill. I will tell you that should this measure become law, they might succeed.

What will the Landrum-Griffin bill do to organized labor should it become law? It will cut the very heart out of future organizing efforts and place serious obstacles on the road to improved wages, hours and conditions of employment for every worker in this nation. Good union men and women would be forced to handle goods produced by scab labor working under sub-standard conditions. Good union men and women would be forced to cross the picket lines of other good union men and women. Picketing to advertise that an employer is non-union and his employees subjected to deplorable conditions would no longer be possible. These are vital trade union principles which have been practiced by trade unionists since the early days of union organization. If this legislation becomes the law of

the land, to practice these principles will bring about a stiff fine and a prison term.

No one has to be reminded of the fact that to shackle the legitimate functions of labor, as the Landrum-Griffin bill suggests, has nothing to do with "corruption" or "racketeering." These terms have been used as an excuse, a subterfuge, to prevent American workers from sharing fully in the tremendous potential of our economic system. They have been used to keep wages down and profits up. Indeed, this is what the NAM and its reactionary satellites want. In my opinion, they may really get what they want unless counteracting steps are taken.

Throughout its history this International Union has felt that its prime function is to improve the economic conditions of its members through collective bargaining. In this area we have secured contracts that are second to none. Our basic principle remains unchanged and we will not let up one iota in that struggle. However, a new element has been introduced into collective bargaining. The opponents of organized labor have shifted the emphasis from the bargaining table to the political and legislative arena, making political and legislative action an integral function of labor unions. We need go no further than to point to so-called "right-to-work" laws now in effect in 18 states to illustrate this point. Such laws are designed to take away, by legislative action, gains won from the employer at the bargaining table.

We cannot allow this course to continue unchecked. To have the hard-won gains we have secured for those we represent taken away or jeopardized through reactionary legislation is tyranny. That is why I say that political and legislative activity is now as much a part of the American labor movement as any of its other activities.

It is obvious that this great International Union must keep its members informed on political and legislative matters just as our membership is kept informed regarding the negotiation of labor contracts. Your International Union is now engaged in an intensive study to determine how this can best be accomplished. I will keep you fully informed of the progress of this study. The question in point, I believe, is one of survival.

A handwritten signature in dark ink, reading "J. R. Hoffa". The signature is written in a cursive, flowing style with a large, prominent "J" and "H".

THE INTERNATIONAL

Teamster

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50-mile zone from New York City
except on Island. Higher in air delivery cities.

M

VE

TS

SHORTAGE
TO BE FELT
MAJOR USERS

Items Are Hard
s Feeling

**HOUSE APPROVES
LABOR BILL URGED
BY EISENHOWER**

NEW HOUSE
GAINS IN SENATE

Panel Reverses
Measure, but Do
to Placate President

A BLACK DAY FOR LABOR

SENATOR John Kennedy's presidential aspirations, an unholy coalition of southern Democrats and Republicans to block civil rights legislation, the AFL-CIO's bankrupt leadership, and just pure hatred for organized labor were the major contributors last month in the enactment of the vicious, anti-labor Landrum-Griffin Bill by the House of Representatives.

It is hard to single out the most important contributing factor, but it can be said with absolute certainty that the American working people were struck a tremendous blow. The full impact of the hurt will not be evident for a period of time, but when it does it is going to do considerable damage to their standard of living, or, in other words, their pocket books.

Civil Rights

It is also a certainty that the American Negro is going to continue to struggle along without being accorded his full rights under the constitution; because unless certain Republican members of Congress double-cross

their Southern Democratic friends, as they did organized labor, there will be no civil rights legislation passed this year.

Additionally, the many Congressmen who have masqueraded as friends of the working man, but pushed the panic button and voted against organized labor when the pressure was on, cannot escape being called on the carpet by the friends who previously trusted them.

Moreover, it is safe to say that Senator Kennedy's presidential hopes took a terrific beating, largely through the frenzied effort of his brother Bobbie's attempts to destroy the International Brotherhood of Teamsters and its officers.

Finally, the AFL-CIO leadership, which failed so miserably in protecting the interest of the working man, is going to have to do a lot of explaining, not only to its members, but to the true friends of organized labor in Congress who have been left holding the bag on so many occasions this session of Congress.

The Landrum-Griffin Bill takes its

name from its chief sponsors, Representatives Philip Landrum of Georgia, a Democrat, and Robert Griffin of Michigan, a Republican. These two men represent the vicious contempt in which organized labor is held by Southern Democrats and reactionary Republicans. They and their supporters (see record votes page 14), along with the National Association of Manufacturers and the U. S. Chamber of Commerce put over one of the biggest political upsets since Republican anarchists failed in their attempt to impeach President Andrew Johnson for not imposing martial rule on the Southern States following the Civil War.

Final Votes

There were actually two critical votes on the Landrum-Griffin Bill. One was on the crucial motion to substitute it for the Committee bill and the other was a vote to recommit.

On the vote to substitute the result was 229 in favor of crucifying labor and 201 opposed to providing big business the weapons to destroy organized labor.

When it was all over, the Southern Democrat and reactionary Republican coalition, aided and abetted by big business interests, had in only three days succeeded in upsetting the balance between labor and management. Destroyed was a quarter of a century of positive achievements by labor and management, which began during the first administration of former President Franklin Delano Roosevelt.

The fact that this tremendous labor defeat was achieved following the 1958 elections which resulted in sweeping victories for candidates actively and financially supported by organized labor astounded everyone. AFL-CIO Vice President James Carey probably summed it up best. He said, "another victory like 1958 will kill us."

Representative Charles Halleck of Indiana, leader of the Republicans in the House, sounded the keynote just before the House began debating the so-called labor reform bill. He told newsmen, following a White House conference with President Eisenhower, "We want a killer bill or no bill at all."

Halleck is the most active campaigner for the Republican vice presidential nomination in 1960. According to reports, he hopes to be Vice President Richard Nixon's running mate on the basis of his anti-labor sentiments.

The House began debating on the labor reform on August 11 (Tuesday).

A Definite Deal

Joseph Alsop, the highly-respected columnist for the arch-Republican New York **Herald-Tribune**, reported that a definite deal was made between the Southern Democrats and reactionary Republicans on civil rights. Representative Charles Halleck of Indiana (House Republican leader) and Representative Howard Smith of Virginia (Southern Democrat leader), said Alsop, made the deal. "Halleck has undertaken," reported Alsop, "to help Smith block action on civil rights, if Smith helps him with the labor bill and other measures of special interest to the Republicans." Halleck's action puts Vice President Nixon in a stew. Although, Nixon is anti-labor, he is campaigning for President on the civil rights issue.

The debate was expected to last a week, and many experts were predicting that it would last longer. But, the lack of AFL-CIO leadership, which split organized labor's supporters, and the zeal of the anti-labor Landrum-Griffin forces, were such that the labor-haters turned the battle into a rout that was all over in three days.

House members were faced with three labor reform bills. First was the Elliot Bill which was supported by the House Labor Committee. It was considered to be an anti-labor bill, by the Teamsters and also by the AFL-CIO. The AFL-CIO's position surprised everyone because the Elliot Bill was nearly identical to the Kennedy-Ervin, passed by the Senate, which the AFL-CIO previously had supported. This lack of consistency on the part of the AFL-CIO hurt organized labor.

The second bill was the Shelley Bill, a bill proposed by Representative John Shelley, of California, a former Teamster. It was considered to be a fair and non-punitive labor bill. It was supported down the line by the Teamsters, and the AFL-CIO announced its support, but only at the eleventh hour.

The third bill was the vicious union-busting, strike-breaking Landrum-Griffin Bill. It was endorsed by President Eisenhower, who exposed his anti-labor sentiments in a nation-wide television broadcast on the eve of the house debate. It was also supported by other enemies of the workingman, namely the National Association of Manufacturers and U. S. Chamber of Commerce.

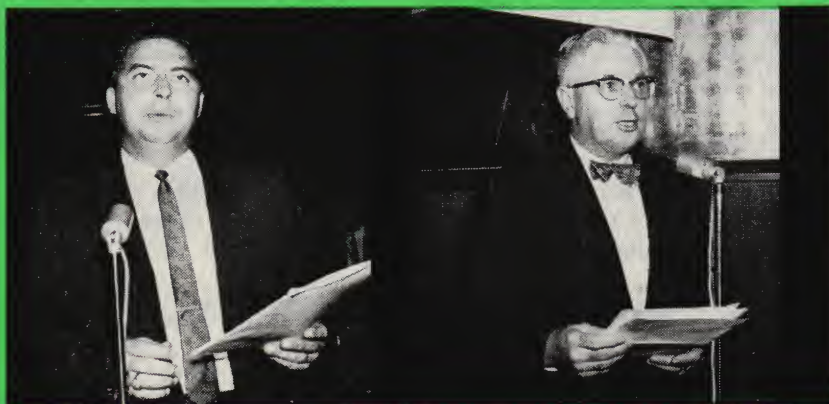
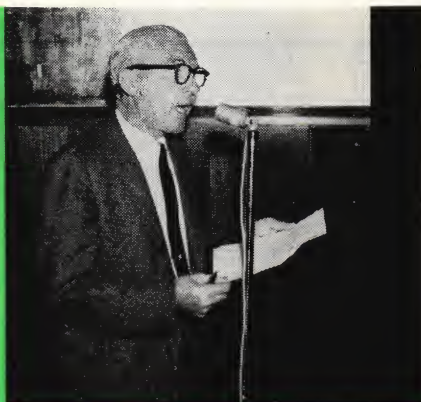
Teamster officials who came to Washington to campaign against the Landrum-Griffin Bill, explained to

Thumbs Down on Workers



Meeting the Issue...

In the showdown fight on labor legislation, Teamster delegations from around nation were on scene in Washington, appealing to lawmakers to shun "punitive legislation."



their Congressmen that they were supporting the Shelley Bill, but that they would accept the Elliott Bill if it were amended to remove the anti-labor provisions in it. However, because of disunity, the atmosphere of fear and merciless pressure by the Eisenhower Administration and others, Teamsters' efforts were unsuccessful.

The House speaker, Sam Rayburn, threw all of his rapidly vanishing prestige behind the Elliott Bill. On a nation-wide radio broadcast, he urged the American people to write their Congressmen to ask them to vote against the anti-labor Landrum-Griffin Bill. However, Rayburn was unable to hold even his Texas colleagues let alone the Southern Democrats.

The Kennedy-Ervin Bill has been denounced by Teamsters General President James R. Hoffa, United Mine Workers President John L. Lewis and National Maritime Union President Joseph Curran. AFL-CIO President George Meany finally came out against the bill when it was too late.

The House debate followed an unusual pattern of legislative activity. Southern Democrats and reactionary Republicans denounced the Shelley Bill and the Elliott Bill as not being anti-labor. Friends of labor were following two other courses, some of them defending the Elliott Bill as a non-punitive bill, and attacking the Shelley Bill as being too pro-labor. Others were attacking the Elliott Bill, and defending the Shelley Bill. It was a cartoonist's conception of organized confusion.

On August 12 the first test was taken. Representative Shelley proposed his bill as a substitute for the Elliott Bill, which was the bill before the House for action. This was voted down by a teller vote, and the stage was set for the dramatic upset of the Elliott Bill in favor of the Landrum-Griffin Bill.

It is worth mentioning that a teller vote is a political gimmick used by Congressmen who are reluctant to allow their constituents to know how they voted. Instead of recording the vote, the Congressmen merely paraded the aisles like sheep. Tellers for each

Many members of the House had prepared speeches, but never had the opportunity to use them. Representative Leonard Wolf of Iowa, however, inserted his speech in the Congressional Record appendix after the bill had already passed. He declared, "This speech was never made. I was precluded from speaking by the 'gag rule'."

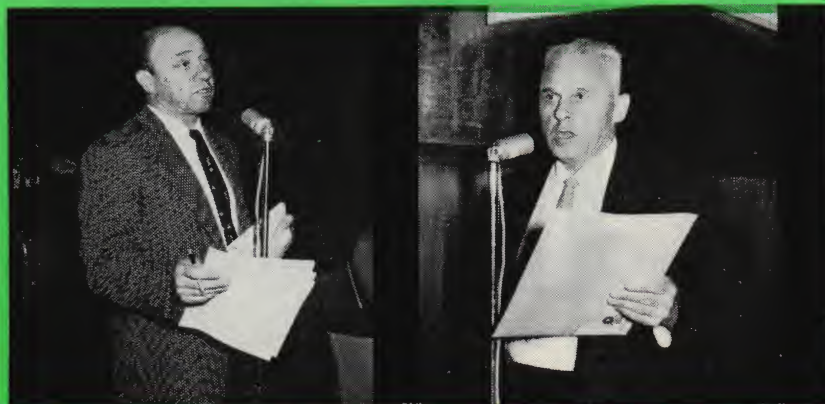
Marshalling Our Forces...

Teamsters Union, which had opposed anti-union legislation while others in organized labor teetered on the brink of indecision, summoned representatives from throughout U. S. to give Congress views and fears of the rank and file.



From the Grass Roots...

Teamster legislative delegates from throughout the country came to Washington to tell Congressmen how anti-labor legislation would affect the union member at "grass roots."



side are appointed by Speaker Rayburn, and they do the counting. Despite the fact that there was so much national fanfare given to the Shelley Bill, it was still difficult to identify the opponents to the Shelley Bill.

After the Shelley Bill had been defeated, the Southern Democrats and Republican reactionaries moved into full speed to substitute their bill for the Elliott Bill. Representative Oren Harris of Arkansas attempted to further split labor support for the Elliott Bill by exempting the railroad unions from provisions of the Landrum-Griffin Bill. His anticipated trick of dividing and conquering was beaten down on a teller vote.

After some moderate maneuvering, on the House floor, the showdown came. Representative Graham Barden of North Carolina called for an end to debate, and asked that the House substitute the Landrum-Griffin Bill for the Elliott Bill.

This final-crucial vote for substitution was a victory for reactionary, anti-labor forces. They won by a margin of 229 to 201. The crucial test came only two days after debate began, and it stunned both the victors and the losers.

Only one Congressman prevented the House from wrapping up the entire labor bill on August 13. Representative Clare Hoffman of Michigan, who had been kept in the dark on the anti-labor maneuvering, despite the fact that he is ranking Republican member of the House Labor Committee, was so mad that he requested a reading of the engrossed bill. This meant that the final printing of the bill with all its amendments must be presented to each House member before the final vote. This took an overnight printing job.

The bill now goes to conference between House and Senate conferees. There are seven House conferees and seven Senate conferees, appointed by Speaker of the House and Vice President Nixon, respectively. They will attempt to iron out the differences between the Senate and House versions of labor reform legislation.

The 14 conferees are divided politically with eight Democrats and six Republicans. However, the division is meaningless insofar as a national party affiliation is concerned because the House Democrats are Southern Democrats. They are opposed to labor unions. Along with the Republican conferees from both the House and the Senate, the anti-labor forces hold a strong majority.

Too Little Too Late

AFL-CIO Blunders in Labor Crisis

INDECISIVENESS, double talk and inconsistency plagued the AFL-CIO's efforts to stem a fast moving political tide against the basic rights of working men and women in America last month.

With labor standing on the steps of legislative destruction, the lack of a firm, positive policy within the AFL-CIO did much to enhance the final passage of the vicious, anti-labor Landrum-Griffin bill.

In sustaining these charges, there are nine specific examples where the AFL-CIO failed to act in the best interests of some 13,000,000 dues-paying members. They include:

AFL-CIO Turnabout

(1)—When the Senate was considering the Kennedy-Ervin Bill, Senators were told by the AFL-CIO that a vote for the measure would be counted as a vote for labor. (The Teamsters' Union opposed this measure.) However, when the House of Representatives was studying the provisions of the Elliott Bill (the Elliott Bill was considered by the IBT and other segments of organized labor to be an improvement over the Kennedy-Ervin Bill) leaders of the AFL-CIO announced that a vote for this measure would be recorded as a vote against labor.

(2)—The AFL-CIO failed to sup-

port the Elliot Bill in opposition to the more restrictive Committee Bill in spite of two opportunities to do so. One opportunity was the Roosevelt Bill introduced early in the House Committee's hearings. They again failed to act in the case of the Teller Bill. Both of these Bills would have eliminated bans on "hot cargo" and organizational picketing contained in the Landrum-Griffin bill.

Whispering Campaign

(3)—Early in the House Committee's efforts to write a bill in executive session, Andy Biemiller, political advisor to the AFL-CIO, conducted a whispering campaign labeling the Roosevelt Bill as a "Teamster" bill. (The facts show that this charge was completely false as the Teamsters publicly opposed several sections in the Roosevelt proposal.) The net result of Biemiller's under-the-table approach further divided labor's friends on the Committee.

(4)—Because of the lack of a firm policy in the AFL-CIO, which was directly attributed to the absence of George Meany who was in Europe during this crucial period, a split among the liberals on the Labor Committee was perpetuated by Representatives Thompson, of New Jersey, Green of Oregon, Udall of Arizona and Elliott of Alabama, all of whom

claimed the approval of Biemiller in their support of the position which ultimately led to the Elliott Bill.

(5)—A lack of coordination of legislative activity within the AFL-CIO made it virtually impossible for the House Committee to arrive at any true evaluation as to the real position of the AFL-CIO. At one point, Congressman Roosevelt called George Meany and told him that "if this is going to be the AFL-CIO's game, I will publicly state that George Meany and the AFL-CIO are selling labor short in its representation on the Hill." Soon after this, Biemiller called on Congressman Roosevelt and Dent in an attempt to explain the changing AFL-CIO position, but the explanation was unsatisfactory.

Inconsistencies Hurt

(6)—When the AFL-CIO finally came out against the Kennedy-Ervin Bill, probably because of internal pressures, the Kennedy forces seized upon the inconsistencies of the AFL-CIO and made ground in splitting the House Committee through Representatives Green, Udall, Thompson and Elliott. When labor constituents from the home districts of the seven "liberal" Congressmen came to Washington to consult with their representatives on labor legislation, Andy Biemiller supplied a legislative spokesman



GEORGE MEANY
... in Europe



WALTER REUTHER
... silent



ANDY BIEMILLER
... confused

The AFL-CIO legislative brains were conspicuous either by absence, silence or confusion when American labor faced its greatest crisis. George Meany was in Europe. Walter Reuther was silent. Legislative Director Andrew Biemiller was confused.

to meet with this group in an effort to justify the varied positions taken by the Congressmen who were supporting the Kennedy forces on the House Committee. Here we find a prime example of the undercutting methods used by Biemiller to discredit the Teamsters' legislative representative who was pointing out the inconsistent positions taken by their Congressmen.

Cooperation Rejected

(7)—At another crucial point, Congressman Shelley attempted to bring about a coordination of legislative efforts between the Teamsters and the AFL-CIO by suggesting to Andy Biemiller that he sit down with the Teamsters' legislative representative for the purpose of coordinating a joint legislative effort concerning amendments and grass roots opinion. Congressman Shelley was told by Biemiller that he was under instructions not to meet with any Teamster representative. The result of this narrow

approach by the AFL-CIO was that much needed legislative coordination went down the drain.

AFL-CIO Dissension

(8)—The Building Trades, perhaps inadvertently, further divided labor's hopes for a fair bill by endorsing the Committee Bill or any bill which contained Building Trades sweeteners. This endorsement was not announced officially, but all building trades councils throughout the country were notified to support those congressmen who would support the Committee Bill. This was in direct opposition to George Meany's announced efforts as well as all other segments of organized labor. Here again we see members of the AFL-CIO going off in different directions at a time when unity of purpose was most needed to protect the rights of the American worker and his family.

(9)—The legislative representatives

of AFL-CIO unions on the staff of Andy Biemiller were certainly not kept apprised of the changing AFL-CIO policy on matters concerning issues pending before the House Labor Committee.

An example of this unusual situation is this:

When Congresswoman Edith Green of Oregon asked Carl Roberts, an International Representative for the Machinists Union in Oregon, for the AFL-CIO's position on five basic points, he tried to get the answers from Biemiller. He was not successful. He was forced to go back to the Congresswoman from Oregon with but two answers to her five queries. This is not an isolated case. Other International legislative representatives for the AFL-CIO have cited similar instances of the utter lack of policy or coordination by the head of the AFL-CIO's legislative department.

Squeeze Play



TEAMSTER NEWS SERVICE

Evils of L-G

The Landrum - Griffin Bill would, for all practical purposes, allow an election by the NLRB upon petition filed by the employees after 6 months, or by the employer after 12 months, to prevent the employer from unseating the union through a "quickie" election. It would deprive strikers from voting in union elections.

The Landrum - Griffin Bill would make more anti-labor the secondary boycott provisions of Taft-Hartley, ban "all" hot cargo contracts and prohibit union inducement of boycott by employers as well as employees—present law proscribes only activity against employees.

The Landrum - Griffin Bill would prevent picketing where: (1) another union has been lawfully recognized, even if through a back door agreement, (2) where a valid NLRB election has been conducted within the preceding 12 months, (3) where the picketing union cannot demonstrate a sufficient showing of interest to support an election petition (30%), or (4) where the picketing has continued for a reasonable length of time (not exceeding 30 days) without an election petition being filed with the NLRB.

Kennedy Presidential Hopes Fade As Conferees Meet on Labor Bill

SENATE and House conferees on the so-called labor reform bill went into closed door conferences late last month with a shotgun at their collective heads, and amidst predictions by many experts that they would accept the House "killer" labor bill.

Labor, and management likewise, had their eyes trained on Senator John Kennedy, who is hoping to pump new life into his badly-splattered Presidential hopes. Kennedy will control the power to block the punitive, repressive Landrum-Griffin bill.

The differences between the two bills—Landrum-Griffin bill and Kennedy-Ervin bill—that must be compromised no longer deals with alleged labor corruption. Instead, the issue is whether labor unions will be abolished as we know them today, and become second-class citizens' organizations subject to the whimsical and fanciful greed of employers.

The tip-off to the conference battle came immediately after the House passed the Landrum-Griffin bill. Senators Karl Mundt of South Dakota and Barry Goldwater of Arizona, both members of the anti-labor McClellan Committee, said that they preferred the Landrum-Griffin bill over the Kennedy-Ervin bill.

They admitted that the Kennedy-Ervin bill was the more anti-corruption of the two bills, but they, Mundt in particular, wanted the Senate to accept the house bill by-passing the traditional Senate-House conferences.

The Landrum-Griffin bill preference of Mundt and Goldwaters is because the House bill is a "killer" bill. It would outlaw hot cargo, recognition picketing, free speech picketing; would open union membership to Communists and company spies, destroy the financial integrity of smaller unions with elaborate reporting requirements, plus a host of other punitive restrictions.

Whereas the Senate conferees could be classified as pro-labor by a four to three margin, the House conferees can be similarly classified as anti-labor by a five to two margin.

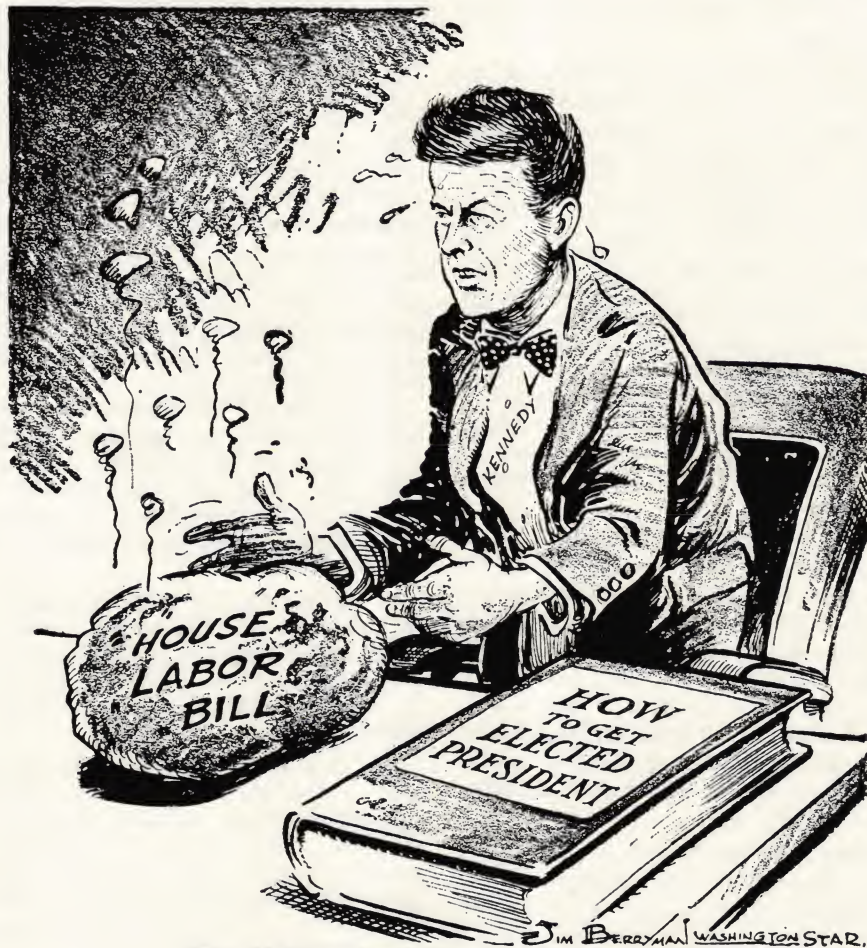
The only two House conferees that could be classified as pro-labor by any stretch of the imagination are Representatives Frank Thompson of New Jersey and Carl Perkins of Kentucky. The rest are all strongly opposed to

labor. They include: Representatives Graham Barden of North Carolina, Philip Landrum of Georgia, Robert Griffin of Michigan, William Ayers of Ohio and Carroll Kearns of Pennsylvania. The latter three are Republicans. The others are Democrats.

Kennedy must succeed in winning compromises from the anti-labor conferees. His only other alternative would be to throw the whole conference into a stalemate. If he accepts the punitive, repressive provisions of the Landrum-Griffin bill, his Presidential aspirations will go out the window because he would clearly be putting himself in the anti-labor class.

Another problem that confronts the conferees, primarily Kennedy, is that Goldwater has promised the Senate that he will ask that the conferees be discharged, if no progress is made after seven days.

In this event, the Senate would appoint new conferees, and they would, in turn, make another attempt to further iron out the differences between the two bills.



'They Might at Least Have Put Handles on It'

Kennedy is on a hot seat because he must influence the majority of the Senate conferees, namely Senators Pat McNamara of Michigan, Wayne Morse of Oregon and Jennings Randolph of West Virginia, all Democrats. The Republican conferees are Senators Goldwater, Everett Dirksen of Illinois and Winston Prouty of Vermont, Republicans, who favor the Landrum-Griffin bill.

Lewis, Curran Comment on Anti-Labor Bill

John L. Lewis:

DESPITE protestations to the contrary the so-called "labor reform" battle has become a big political issue. The real villain in the story from labor's standpoint is the anti-labor Sen. John McClellan (D., Ark.).

Nothing much has been proved except that there are some crooks in organized labor as there are in every other element of American society. But the sensation-seeking press and radio and television networks have had a field day.

The result of this has been that a lot of Democrats, otherwise friendly to organized labor, are afraid not to support anti-labor legislation.

Some of the credit for the victory in the House of the anti-union forces can go to the leadership of the AFL-CIO. Instead of taking a strong stand, as a matter of principle, against any restrictive labor legislation, the AFL-CIO leaders "compromised." They shouted loud and long that they were in favor of "labor reform." Then, when both houses of Congress made it clear they would pass really vicious legislation, the AFL-CIO boys, all bloodied up by their so-called friends as well as their enemies in Congress, switched and started trying to talk the politicians whom they had "sold" on "labor reform" into going along with them. It was too late. It was something like trying to "compromise" with an angry rattlesnake.

No sensible analysis of the proposed legislation can be made at this time. The provisions of both the House and Senate bills would hog-tie, ham-string and otherwise restrict the effective operation of labor organizations in varying degrees. The bills would further enable anti-union employers and dissident union elements, such as Communists and racketeers, to run to the courts with all kinds of wild charges that would have to be decided by judges with little or no knowledge of the human equations involved. Various kinds of criminal penalties, injunctions and other restrictive measures are spelled out.

There is no doubt that, if finally enacted, the legislation will be a union man's nightmare and a full employment bill for corporation lawyers and the host of government bureaucrats who will have to be employed to "administer" it—if it can be administered.

Comrade Khrushchev, who will visit America soon as the guest of President Eisenhower, probably could have advised the Congress on how to accomplish its goal in much simpler fashion.

In Russia they don't have strikes and their "unions" are agents of the Communist government, designed to make sure that the workers behave themselves and produce lots of goods, under the speedup system. Wages and working conditions are handed down to the "proletariat" by the bosses of the Communist Party. We're headed in the same direction.

Joseph Curran:

THE American people are being made the victims of a gigantic brainwashing operation. The nation's newspapers, the slick magazines, TV and radio have all been used in the most unscrupulous manner to whip people into a state of hysteria on the subject of unions.

And behind this wave of hysteria, anti-labor forces are ramming legislation through Congress which has the aim of setting labor back some 20 years.

These bills have nothing to do with "reform." Their aim is to weaken unions—to weaken their ability to make gains for their members, enforce their contracts and organize the unorganized.

The brainwashing has been very cleverly done—Goebbels himself couldn't have done better.

The campaign has been centered around one individual. There always has to be a whipping boy in these things. Using the wrong-doings which have been attributed to this individual—as a result of Congressional hearings which certainly don't compare with what Americans call a fair trial—the forces behind this campaign, by means of press, TV and, for the final push, the personal influence of the President, have driven us toward legislation that will put all of labor in irons.

These rich and powerful forces know full well that they are not interested in any alleged wrong-doing by James Hoffa or any other individual. They are only interested in propaganda, distortion and mis-statements to stir up people's emotions and to allow them to put across crippling laws against the labor movement.

With this drive in Congress and the growing tendency of employers in many giant industries to force strikes, these forces seem to be asking for chaos. They seem willing to risk strife, bloodshed and industrial paralysis all in hopes of picking up a few dollars on top of already bloated profits.

The legislation that is being proposed will produce chaos. American labor has made such tremendous strides through the years, because American workers believe in progress. They cannot be regimented. They cannot be pushed around. They may get complacent—and if we get this union-busting legislation it will be because of that complacency—but when the effect of this legislation strikes home it will be a different story.

The people who seek to hamstring the labor movement and destroy its effectiveness would also destroy the stability that the great trade union movement has brought to our country—the community well-being that has resulted from the struggle to increase wages and improve conditions of the workers.

Laws that weaken labor, weaken the country. There are, and always will be, anti-labor elements in the country. They are trying, and they always will try, to wreck unions. It is up to us—the members of organized labor and our friends—to make our voices heard and our strength felt in defense of our unions and the gains we have achieved.



PULL
OUT
HERE

SAVE THIS SECTION
for reference in 1960

**HOW
YOUR
CONGRESSMAN
VOTED
ON LABOR
LEGISLATION**

PULL
OUT
HERE

Roll Call Votes on Labor Bills

	Landrum-Griffin Bill	To Recommend L-G Bill		Landrum-Griffin Bill	To Recommend L-G Bill
ALABAMA			CONNECTICUT		
Frank W. Boykin (D)	Y	NV	Emilio Q. Daddario (D)	N	Y
George M. Grant (D)	Y	N	Chester Bowles (D)	N	Y
George W. Andrews (D)	Y	N	Robert N. Giaimo (D)	N	Y
Kenneth A. Roberts (D)	Y	N	Donald J. Irwin (D)	N	Y
Albert Rains (D)	N	N	John S. Monagan (D)	N	N
Armistead I. Selden, Jr. (D)	Y	N	at large:		
Carl Elliott (D)	NV	NV	Frank Kowalski (D)	N	Y
Robert E. Jones, Jr. (D)	N	N			
George Huddleston, Jr. (D)	Y	N			
ALASKA			DELAWARE		
Ralph J. Rivers (D)	N	Y	at large:		
			Harris B. McDowell, Jr. (D)	N	N
ARIZONA			FLORIDA		
John J. Rhodes (R)	Y	N	William C. Cramer (R)	Y	N
Stewart L. Udall (D)	N	N	Charles E. Bennett (D)	Y	N
			Robert L. F. Sikes (D)	Y	N
ARKANSAS			Dante B. Fascell (D)	Y	N
E. C. Gathings (D)	Y	N	A. S. (Syd) Herlong, Jr. (D)	Y	N
Wilbur D. Mills (D)	Y	N	Paul G. Rogers (D)	Y	N
James W. Trimble (D)	N	N	James A. Haley (D)	Y	N
Oren Harris (D)	Y	N	D. R. (Billy) Matthews (D)	Y	N
Dale Alford (D)	N	N			
W. F. Norrell (D)	Y	N	GEORGIA		
			Prince H. Preston (D)	Y	N
CALIFORNIA			J. L. Pilcher (D)	Y	N
Clement W. Miller (D)	N	Y	E. L. (Tie) Forrester (D)	Y	N
Harold T. Johnson (D)	N	Y	John J. Flynt, Jr. (D)	Y	N
John E. Moss (D)	N	Y	James C. Davis (D)	Y	N
William S. Mailliard (R)	Y	N	Carl Vinson (D)	Y	N
John F. Shelley (D)	N	Y	Erwin Mitchell (D)	N	N
John F. Baldwin Jr. (R)	N	N	Iris Faircloth Blitch (D)	Y	N
Jeffery Cohelan (D)	N	Y	Phil M. Landrum (D)	Y	N
George P. Miller (D)	N	Y	Paul Brown (D)	Y	N
J. Arthur Younger (R)	Y	N			
Charles S. Gubser (R)	Y	N	IDAHO		
John J. McFall (D)	N	Y	Gracie Pfost (D)	N	N
B. F. Sisk (D)	N	Y	Hamer H. Budge (R)	Y	N
Charles M. Teague (R)	Y	N			
Harlan Hagen (D)	N	Y	ILLINOIS		
Gordon L. McDonough (R)	Y	N	William L. Dawson (D)	N	Y
Donald L. Jackson (R)	Y	N	Barratt O'Hara (D)	N	Y
Cecil R. King (D)	N	Y	William T. Murphy (D)	N	Y
Craig Hosmer (R)	Y	N	Edward J. Derwinski (R)	Y	N
Chet Holifield (D)	N	Y	John C. Kluczynski (D)	N	Y
H. Allen Smith (R)	Y	N	Thomas J. O'Brien (D)	N	Y
Edgar W. Hiestand (R)	Y	N	Roland V. Libonati (D)	N	Y
Joe Holt (R)	Y	N	Dan Rostenkowski (D)	N	Y
Clyde Doyle (D)	N	Y	Sidney R. Yates (D)	N	Y
Glenard P. Lipscomb (R)	Y	N	Harold R. Collier (R)	Y	N
George A. Kasem (D)	N	Y	Roman C. Pucinski (D)	N	Y
James Roosevelt (D)	N	Y			
Harry R. Sheppard (D)	N	Y			
James B. Utt (R)	Y	N			
D. S. (Judge) Saund (D)	N	Y			
Bob Wilson (R)	Y	N			
COLORADO					
Byron G. Rogers (D)	N	N			
Byron L. Johnson (D)	N	N			
J. Edgar Chenoweth (R)	Y	N			
Wayne N. Aspinall (D)	N	N			

LANDRUM-GRIFFIN BILL—A vote favorable to labor was no (N). All other votes were against labor.

TO RECOMMEND L-G BILL—A vote favorable to labor was yes (Y). All other votes were against labor.

	Landrum- Griffin Bill	To Recommit L-G Bill
Charles A. Boyle (D)	N	Y
Marguerite Stitt Church (R)	Y	N
Elmer J. Hoffman (R)	Y	N
Noah M. Mason (R)	Y	N
Leo E. Allen (R)	Y	N
Leslie C. Arends (R)	Y	N
Robert H. Michel (R)	Y	N
Robert B. Chipfield (R)	Y	N
Edna Oakes Simpson (R)	Y	N
Peter F. Mack, Jr. (D)	N	Y
William L. Springer (R)	Y	N
George E. Shipley (D)	N	Y
Melvin Price (D)	N	Y
Kenneth J. Gray (D)	N	Y

INDIANA

Ray J. Madden (D)	N	Y
Charles A. Halleck (R)	Y	N
John Brademas (D)	N	Y
E. Ross Adair (R)	Y	N
J. Edward Roush (D)	N	Y
Fred Wampler (D)	N	Y
William G. Bray (R)	N	Y
Winfield K. Denton (D)	N	Y
Earl Hogan (D)	N	Y
Randall S. Harmon (D)	N	Y
Joseph W. Barr (D)	N	Y

IOWA

Fred Schwengel (R)	N	N
Leonard G. Wolf (D)	N	N
H. R. Gross (R)	Y	N
Steven V. Carter (D)	N	N
Neal Smith (D)	N	N
Merwin Coad (D)	N	N
Ben F. Jensen (R)	Y	N
Charles P. Hoeven (R)	Y	N

KANSAS

William H. Avery (R)	Y	N
Newell A. George (D)	N	N
Denver D. Hargis (D)	N	Y
Edward H. Rees (R)	Y	N
J. Floyd Breeding (D)	Y	N
Wint Smith (R)	Y	N

KENTUCKY

Frank A. Stubblefield (D)	N	N
William H. Natcher (D)	N	N
Frank W. Burke (D)	N	N
Frank Chelf (D)	N	N
Brent Spence (D)	N	Y
John C. Watts (D)	N	N
Carl D. Perkins (D)	N	Y
Eugene Siler (R)	Y	N

LOUISIANA

F. Edward Hebert (D)	Y	N
Hale Boggs (D)	N	N
Edwin H. Willis (D)	Y	N
Overton Brooks (D)	Y	N
Otto E. Passman (D)	Y	N
James H. Morrison (D)	N	N
T. A. Thompson (D)	Y	N
Harold B. McSween (D)	Y	N

MAINE

James C. Oliver (D)	N	Y
Frank M. Coffin (D)	N	N
Clifford G. McIntire (R)	Y	N

MARYLAND

Thomas F. Johnson (D)	Y	Y
Daniel B. Brewster (D)	Y	N
Edward A. Garmatz (D)	N	Y
George H. Fallon (D)	Y	N
Richard E. Lankford (D)	Y	N
John R. Foley (D)	N	Y
Samuel M. Friedel (D)	N	Y

MASSACHUSETTS

Silvio O. Conte (R)	Y	N
Edward P. Boland (D)	N	Y
Philip J. Philbin (D)	N	Y
Harold D. Donohue (D)	N	Y
Edith Nourse Rogers (R)	N	N
William H. Bates (R)	Y	N
Thomas J. Lane (D)	N	Y
Torbert H. Macdonald (D)	N	Y
Hastings Keith (R)	Y	N
Laurence Curtis (R)	Y	N
Thomas P. O'Neill, Jr. (D)	N	Y
John W. McCormack (D)	N	Y
James A. Burke (D)	N	Y
Joseph W. Martin, Jr. (R)	Y	N

MICHIGAN

Thaddeus M. Machrowicz (D)	N	Y
George Meader (R)	Y	N
August E. Johansen (R)	Y	N
Clare E. Hoffman (R)	Y	N
Gerald R. Ford, Jr. (R)	Y	N
Charles E. Chamberlain (R)	Y	N
James G. O'Hara (D)	N	Y
Alvin M. Bentley (R)	Y	N
Robert P. Griffin (R)	Y	N
Elford A. Cederberg (R)	Y	N
Victor A. Knox (R)	Y	N
John B. Bennett (R)	N	Y
Charles C. Diggs, Jr. (D)	N	Y
Louis C. Rabaut (D)	N	Y
John D. Dingell (D)	N	Y
John Lesinski (D)	N	N
Martha W. Griffiths (D)	N	N
William S. Broomfield (R)	Y	N

MINNESOTA

Albert H. Quie (R)	Y	N
Ancher Nelsen (R)	Y	N
Roy W. Wier (D)	N	Y
Joseph E. Karth (D)	N	Y
Walter H. Judd (R)	Y	N
Fred Marshall (D)	N	Y
H. Carl Andersen (R)	Y	N
John A. Blatnik (D)	N	Y
Odin Langen (R)	Y	N

MISSISSIPPI

Thomas G. Abernethy (D)	Y	N
Jamie L. Whitten (D)	Y	N
Frank E. Smith (D)	Y	N
John Bell Williams (D)	Y	N
Arthur Winstead (D)	Y	N
William M. Colmer (D)	Y	N

Roll Call Votes on Labor Bills

	Landrum- Griffin Bill	To Recommit L-G Bill		Landrum- Griffin Bill	To Recommit L-G Bill
MISSOURI					
Frank M. Karsten (D)	N	Y	Emanuel Celler (D)	N	Y
Thomas B. Curtis (R)	Y	N	Francis E. Dorn (R)	Y	N
Leonard K. (Mrs. John B.) Sullivan (D)	N	Y	Abraham J. Multer (D)	N	Y
W. J. Randall (D)	N	Y	John J. Rooney (D)	N	Y
Richard Bolling (D)	N	Y	John H. Ray (R)	Y	N
W. R. Hull, Jr. (D)	Y	N	Adam C. Powell (D)	N	Y
Charles H. Brown (D)	N	Y	John V. Lindsay (R)	Y	N
A. S. J. Carnahan (D)	N	Y	Alfred E. Santangelo (D)	N	Y
Clarence Cannon (D)	Y	N	Leonard Farbstein (D)	N	Y
Paul C. Jones (D)	Y	N	Ludwig Teller (D)	N	Y
Morgan M. Moulder (D)	N	N	Herbert Zelenko (D)	N	Y
MONTANA					
Lee Metcalf (D)	N	Y	James C. Healey (D)	N	Y
LeRoy H. Anderson (D)	N	Y	Isidore Dollinger (D)	N	Y
NEBRASKA					
Phil Weaver (R)	Y	N	Charles A. Buckley (D)	N	Y
Glenn Cunningham (R)	N	N	Paul A. Fino (R)	N	Y
Lawrence Brock (D)	Y	N	Edwin B. Dooley (R)	Y	N
Donald F. McGinley (D)	N	N	Robert R. Barry (R)	Y	N
NEVADA					
at large:			Katharine St. George (R)	Y	N
Walter S. Baring (D)	N	N	J. Ernest Wharton (R)	Y	N
NEW HAMPSHIRE					
Chester E. Merrow (R)	N	Y	Leo W. O'Brien (D)	N	N
Perkins Bass (R)	Y	N	Dean P. Taylor (R)	Y	N
NEW JERSEY					
William T. Cahill (R)	N	N	Samuel S. Stratton (D)	N	N
Milton W. Glenn (R)	Y	N	Clarence E. Kilburne (R)	Y	N
James C. Auchincloss (R)	Y	N	Alexander Pirnie (R)	Y	N
Frank Thompson, Jr. (D)	N	Y	R. Walter Riehlman (R)	Y	N
Peter Frelinghuysen, Jr. (R)	Y	N	John Taber (R)	Y	N
Florence P. Dwyer (R)	Y	N	Howard W. Robison (R)	Y	N
William B. Widnall (R)	Y	N	Jessica McC. Weis (R)	Y	N
Gordon Canfield (R)	NV	NV	Harold C. Ostertag (R)	Y	N
Frank C. Osmer, Jr. (R)	N	N	William E. Miller (R)	Y	N
Peter W. Rodino, Jr. (D)	N	Y	Thaddeus J. Dulski (D)	N	Y
Hugh J. Addonizio (D)	N	Y	John R. Pillion (R)	Y	N
George M. Wallhauser (R)	Y	N	Chas. E. Goodell (R)	Y	N
Cornelius E. Gallagher (D)	N	Y	NORTH CAROLINA		
Dominick V. Daniels (D)	N	Y	Herbert C. Bonner (D)	Y	N
NEW MEXICO					
at large:			L. H. Fountain (D)	Y	N
Joseph M. Montoya (D)	N	Y	Graham A. Barden (D)	Y	N
Thomas G. Morris (D)	Y	N	Harold D. Cooley (D)	Y	N
NEW YORK					
Stuyvesant Wainwright (R)	Y	N	Ralph J. Scott (D)	Y	N
Steven B. Derounian (R)	Y	N	Carl T. Durham (D)	Y	N
Frank J. Becker (R)	Y	N	Alton Lennon (D)	Y	N
Seymour Halpern (R)	Y	N	A. Paul Kitchin (D)	Y	N
Albert H. Bosch (R)	Y	N	Hugh Q. Alexander (D)	Y	N
Lester Holtzman (D)	N	Y	Charles Raper Jonas (R)	Y	N
James J. Delaney (D)	N	Y	Basil L. Whitener (D)	Y	N
Victor L. Anfuso (D)	N	Y	David M. Hall (D)	Y	N
Eugene J. Keogh (D)	N	Y	NORTH DAKOTA		
Edna F. Kelly (D)	N	Y	at large:		
			Quentin Burdick (D)	N	Y
			Don L. Short (R)	Y	N

LANDRUM-GRIFFIN BILL—A vote favorable to labor was no (N). All other votes were against labor.

TO RECOMMIT L-G BILL—A vote favorable to labor was yes (Y). All other votes were against labor.

OHIO

	Landrum- Griffin Bill	To Recommit L-G Bill
Gordon H. Scherer (R)	Y	N
William E. Hess (R)	Y	N
Paul F. Schenck (R)	Y	N
William M. McCulloch (R)	Y	N
Delbert L. Latta (R)	Y	N
Clarence J. Brown (R)	Y	N
Jackson E. Betts (R)	Y	N
Thomas L. Ashley (D)	N	Y
Walter H. Moeller (D)	N	N
Robert E. Cook (D)	N	N
Samuel L. Devine (R)	Y	N
A. D. Baumhart, Jr. (R)	Y	N
William H. Ayres (D)	Y	N
John E. Henderson (R)	Y	N
Frank T. Bow (R)	Y	N
Robert W. Levering (D)	N	N
Wayne L. Hays (D)	N	Y
Michael J. Kirwan (D)	N	Y
Michael A. Fiegham (D)	N	Y
Charles A. Vanik (D)	N	Y
Francis P. Bolton (R)	Y	N
William E. Minshall (R)	Y	N

OKLAHOMA

Page Belcher (R)	Y	N
Ed Edmondson (D)	N	N
Carl Albert (D)	N	Y
Tom Steed (D)	N	N
John Jarman (D)	Y	N
Toby Morris (D)	N	Y

OREGON

Walter Norblad (R)	Y	N
Al Ullman (D)	N	Y
Edith Green (D)	N	Y
Charles O. Porter (D)	N	Y

PENNSYLVANIA

William A. Barrett (D)	N	Y
Kathryn E. Granahan (D) (Mrs. William T.)	N	Y
James A. Byrne (D)	N	Y
Robert N. C. Nix (D)	N	Y
William J. Green, Jr. (D)	N	Y
Herman Toll (D)	N	Y
William H. Milliken, Jr. (R)	Y	N
Willard S. Curtin (R)	Y	N
Paul B. Dague (R)	Y	N
Stanley A. Prokop (D)	N	Y
Daniel J. Flood (D)	N	Y
Ivor D. Fenton (R)	Y	N
John A. Lafore, Jr. (R)	Y	N
George M. Rhodes (D)	N	Y
Francis E. Walter (D)	N	Y
Walter M. Mumma (R)	Y	N
Alvin R. Bush (R)	Y	N
Richard M. Simpson (R)	Y	N
James M. Quigley (D)	N	Y
James E. VanZandt (R)	N	N
John H. Dent (D)	N	Y
John P. Saylor (R)	N	P
Leon H. Gavin (R)	Y	N
Carroll D. Kearns (R)	Y	Y
Frank M. Clark (D)	N	Y
Thomas E. Morgan (D)	N	Y

James G. Fulton (R)		
William S. Moorhead (D)	N	Y
Robert J. Corbett (R)	N	N
Elmer J. Holland (D)	N	Y

RHODE ISLAND

Aime J. Forand (D)	N	Y
John E. Fogarty (D)	N	Y

SOUTH CAROLINA

L. Mendel Rivers (D)	Y	N
John J. Riley (D)	Y	N
W. J. Bryan Dorn (D)	Y	N
Robert T. Ashmore (D)	Y	N
Robert W. Hemphill (D)	Y	N
John L. McMillan (D)	Y	N

SOUTH DAKOTA

George S. McGovern (D)	N	N
E. Y. Berry (R)	Y	N

TENNESSEE

B. Carroll Reece (R)	Y	N
Howard H. Baker (R)	Y	N
James B. Frazier, Jr. (D)	Y	N
Joe L. Evins (D)	Y	N
J. Carlton Loser (D)	Y	N
Ross Bass (D)	N	N
Tom Murray (D)	Y	N
Robert A. Everett (D)	Y	N
Clifford Davis (D)	Y	N

TEXAS

Wright Patman (D)	N	N
Jack Brooks (D)	N	N
Lindley Beckworth (D)	Y	N
Sam Rayburn (D)		
Bruce Alger (R)	Y	N
Olin E. Teague (D)	Y	N
John Dowdy (D)	Y	N
Albert Thomas (D)	N	Y
Clark W. Thompson (D)	N	N
Homer Thornberry (D)	Y	N
W. R. Poage (D)	Y	N
Jim Wright (D)	Y	N
Frank Ikard (D)	Y	N
John Young (D)	Y	N
Joe M. Kilgore (D)	Y	N
J. T. Rutherford (D)	Y	N
Omar Bureson (D)	Y	N
Walter Rogers (D)	Y	N
George Mahon (D)	Y	N
Paul J. Kilday (D)	Y	N
O. C. Fisher (D)	Y	N
Bob Casey (D)	Y	N

UTAH

Henry Aldous Dixon (R)	Y	N
David S. King (D)	N	N

VERMONT

at large:		
William H. Meyer (D)	N	Y

VIRGINIA

Thomas N. Downing (D)	Y	N
Porter Hardy, Jr. (D)	Y	N
J. Vaughan Gary (D)	Y	N

Roll Call Votes on Labor Bills

	Landrum-Griffin Bill	Recommitt L-G Bill
VIRGINIA (Contd.)		
Watkins M. Abbitt (D)	Y	N
William M. Tuck (D)	Y	N
Richard H. Poff (R)	Y	N
Burr P. Harrison (D)	Y	N
Howard W. Smith (D)	Y	N
W. Pat Jennings (D)	N	N
Joel T. Broyhill (R)	Y	N

WASHINGTON

Thomas M. Pelly (R)	Y	N
Jack Westland (R)	Y	N
Russell V. Mack (R)	Y	N
Catherine May (R)	Y	N
Walt Horan (R)	N	N
Thor C. Tollefson (R)	N	Y
Don Magnuson (D)	Y	N

WEST VIRGINIA

Arch A. Moore, Jr. (R)	N	Y
Harley O. Staggers (D)	N	Y

Cleveland M. Bailey (D)	N	Y
Ken Hechler (D)	N	N
Elizabeth Kee (D)	N	Y
John M. Slack, Jr. (D)	N	Y

WISCONSIN

Gerald T. Flynn (D)	N	Y
Robert W. Kastenmeier (D)	N	Y
Gardner R. Withrow (R)	N	Y
Clement J. Zablocki (D)	N	Y
Henry S. Reuss (D)	N	Y
William K. Van Pelt (R)	Y	N
Melvin R. Laird (R)	Y	N
John W. Byrnes (R)	Y	N
Lester R. Johnson (D)	N	Y
Alvin E. O'Konski (R)	N	N

WYOMING

at large:		
Keith Thomson (R)	Y	N

a letter to LIFE...

August 4, 1959

Editor
"Life Magazine"
9 Rockefeller Plaza
New York City, N. Y.

Dear Sir:

The editorial in "Life's" issue of July 27, titled "Danger: Hoffa Man at Work," is so grossly inaccurate and so brazenly unfair to the Teamsters and to myself that I cannot let it pass without a protest.



Zagri

First of all, I most emphatically deny that I have ever threatened any member of Congress with political reprisals of any kind, no matter how they choose to vote. I have far too much respect for our nation's lawmakers to approach any of them with anything but the most complete courtesy. I hereby challenge any of the three representatives you mention, Mr. Udall, Mr. Thompson or Mrs. Green to cite one example of unethical conduct on my part.

Never at any time have I used the name of Speaker Rayburn and again I challenge you to cite a single occasion on which I have.

We of labor are well aware that the right kind of labor reform legislation would benefit the nation, just as business reform legislation would also, but we are convinced that none of the bills now under consideration could possibly do anything but great harm to all organized labor.

In this connection, informed labor relations experts are well aware of the ironic fact that the Teamsters Union, admittedly the prime target of all the proposed new measures, would survive under even the toughest bill, whereas most other unions could not.

Nevertheless, we of the Teamsters Union, as members of organized labor, undertook a drive to defeat pending laws

which we feel to be punitive rather than corrective, and which we fear would eventually eradicate all the great gains made by labor since the Wagner Act emancipated the working man. In every case when we have opposed a measure which we considered harmful to labor we have suggested an alternative which we felt would be of actual benefit.

Since our campaign began we have followed the classic patterns adhered to by groups seeking to enlighten and influence their Congressional representatives: 1. We met with Congressmen, most of whom were unaware of the key punitive sections of the proposed bills, and explained to them just why we objected to these sections. 2. We urged our members to contact their Congressmen and voice their feelings on such anti-labor measures. 3. We sought wherever possible to bring about personal meetings between Congressmen and their constituents for discussions of the merits and de-merits of the pending bills.

We are using the most fundamental of the democratic processes: Let your Congressman know how you feel about something he is going to vote on. If informing our own members of the activities and voting records of their Congressmen is unfair pressure then there is not an important segment of American business that is not equally unfair, because this is standard procedure. If, as "Life Magazine" wrote, Speaker Rayburn himself offered to campaign personally on behalf of any one in Congress who feels that his chances of re-election have been endangered by my activities, then we are certainly justified in campaigning for what we believe to be right.

In closing, to attribute to me so much power—as your editorial does—is absurd and unrealistic. The opposition arrayed against the other labor spokesmen and myself consists of an almost limitless army of lobbyists, lawyers, and public relations experts, backed by inexhaustible money and resources of every kind, all of them under direct orders from the enemies of labor to stop at nothing until organized labor as we know it today is destroyed forever.

Yours truly,

SZ:jf

SIDNEY ZAGRI,
Legislative Representative.

Truck Tonnage Up by 21.6% Over Same Period Year Ago

INTERCITY tonnage hauled by truck in June of this year was 21.6 per cent more than that of June 1958 and 4.2 per cent ahead of May of this year, the Research Department of the American Trucking Association, Inc. announced last month.

For the first six months of this year, intercity tonnage has increased by 19.0 per cent from the same 1958 period, ATA officials disclosed in one of its several reports on the economic health of the transportation industry.

These findings are based on the Research Department's monthly survey of class I and II intercity common carriers of general freight. The data are not adjusted for differences in the number of working days in each month nor seasonal influences.

About one-third of these general freight carriers, 357 operators, transported 5,761,422 tons of intercity freight during June 1959, compared with 4,737,542 tons in June 1958, and 5,528,904 tons in May 1959. These 357 carriers transported 31,723,610 tons during the six months of this year, compared with 26,668,934 tons during the first six months of last year.

All Areas Gain

All of the nine geographical regions showed tonnage gains over June of 1958. The largest percentage increase was registered in the Central Region, with tonnage up 33.7 per cent over June 1958. Carriers in the Middle Atlantic Region reported an increase of 20.8 per cent, with Pacific and Northwestern operators up 19.6 and 19.4 per cent, respectively. Southern carriers reflected an increase of 17.3 per cent, followed by the Rocky Mountain and New England regions both up 15.4 per cent. Other gains included Southwestern, up 13.6 per cent, and Mid-Western, up 9.9 per cent.

June tonnage by regions:

New England, 27 carriers; 249,148 tons in 1959; 215,913 tons in 1958; up 15.4 per cent.

Middle Atlantic, 68 carriers; 888,814 tons in 1959; 735,656 tons in 1958; up 20.8 per cent.

Central, 102 carriers; 1,765,086 tons in 1959; 1,319,697 tons in 1958; up 33.7 per cent.

Southern, 49 carriers; 977,847 tons

in 1959; 833,848 tons in 1958; up 17.3 per cent.

Northwestern, 25 carriers; 359,771 tons in 1959; 301,352 tons in 1958; up 19.4 per cent.

Mid-Western, 24 carriers; 423,735

tons in 1959; 385,623 tons in 1958; up 9.9 per cent.

Southwestern, 20 carriers; 497,108 tons in 1959; 437,604 tons in 1958; up 13.6 per cent.

Rocky Mountain, 15 carriers; 209,267 tons in 1959; 181,296 tons in 1958; up 15.4 per cent.

Pacific, 27 carriers; 390,646 tons in 1959; 326,553 tons in 1958; up 19.6 per cent.

Fifth Amendment: Safeguard to Privacy

EAST LANSING, Mich. (NC)—The Fifth Amendment to the Constitution is a means of protecting the individual's "right to be immune from a frontal assault on the citadel of the soul."



This opinion was expressed by Father Robert F. Drinan, S.J., dean of the Boston College Law School, in an address at the Michigan State University student center.

Father Drinan defended the Fifth Amendment as "one of our basic privileges against an ever more omniscient government" and as "a guarantee against an invasion of the soul."

He pointed out that current controversy over the use of the Fifth Amendment "has brought into sharper focus than ever before in American history the basic conflict between the right of the State to prosecute crime and the right of each

citizen not to have his invaded."

He declared that jurists and moralists are "rightly concerned that each person have an inner sanctuary within himself beyond the reach of the State—a sanctuary immune from lie detectors, truth serums, hypnotism, narco-analysis and any other device which would force a person to reveal truths about himself which he desires to keep secret."

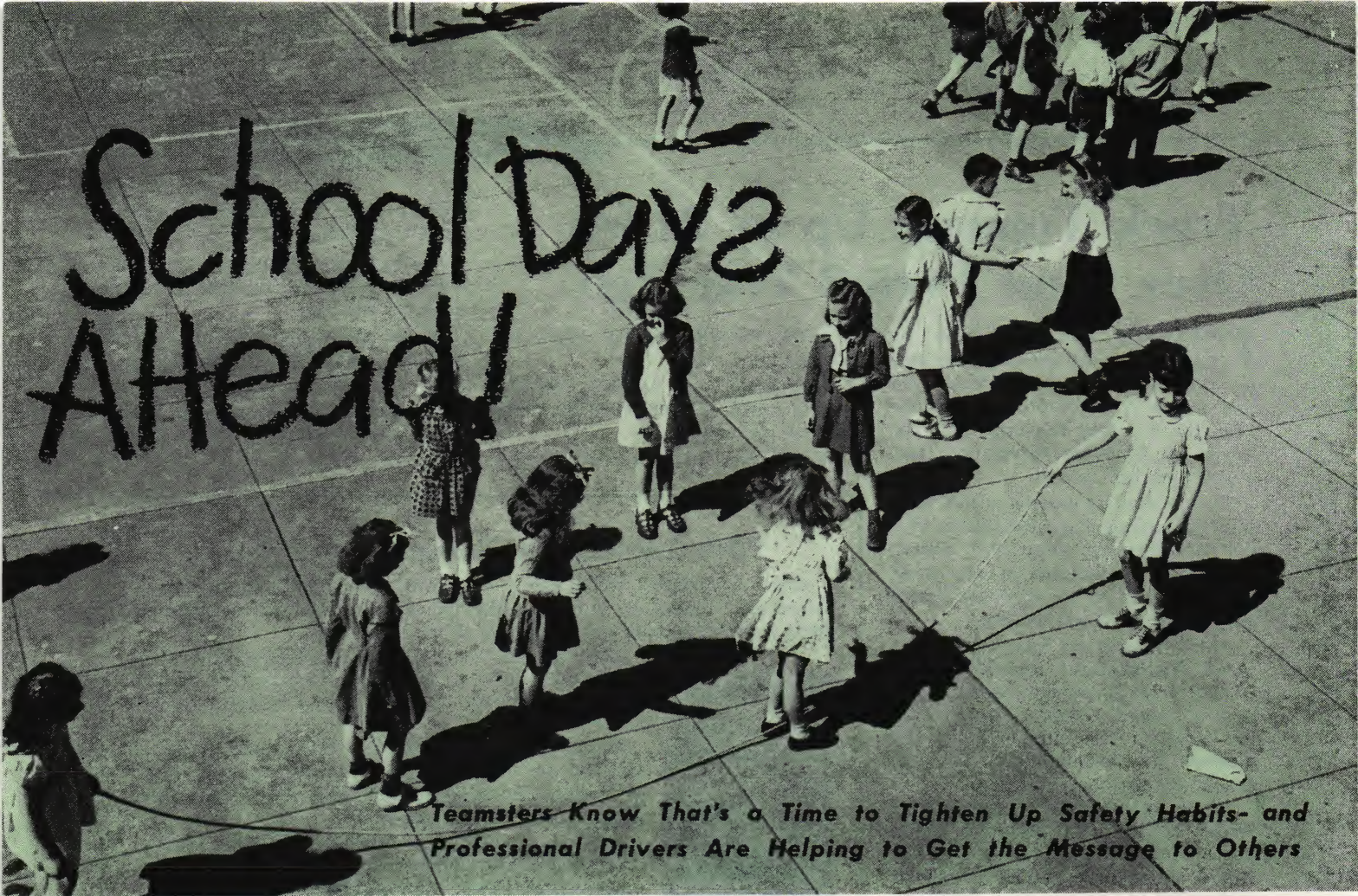
Father Drinan asserted that "ambitious Congressmen" have . . . in some instances exploited "the political possibilities of exposing Communist racketeers and influence-peddler before the eyes and ears of the nation."

He added: "Some congressional committees seem to delight in punishing by publicity, while almost all committees seem to consume the time of important elected officials in investigations which are disorderly, duplicative and inefficient. Many witnesses, coming before a committee whose purpose is ambiguous and whose members and counsel are anxious for a headline, have taken the Fifth Amendment in protest against this procedure, even though actually these witnesses did not have any crime, past or present, to conceal."

Father Drinan contended that congressional committees sometimes abuse the guarantee of the Fifth Amendment "by repeating the same question in a different way when it is known that the witness will continue to invoke the Fifth Amendment."

When a committee forces a witness to invoke the Fifth Amendment repeatedly under these circumstances, he said, it "is exploiting to the full the popular assumption that the privilege against self-incrimination is only for the guilty. The fact is that the privilege provides a shield of silence for the innocent as well as for the guilty."

Father Drinan said that a man is not morally obliged to confess publicly "a completely hidden or occult" crime. He added that this basic right has been extended by American law so that everyone accused of any crime is free not to testify against himself.



School Days Ahead!

Teamsters Know That's a Time to Tighten Up Safety Habits- and Professional Drivers Are Helping to Get the Message to Others

EVERY season brings its problems to the professional driver, but consider these facts from the National Safety Council as back-to-school time approaches.

1. Accidents are the leading cause of death of school-age children.

2. More than 2,500 children 5-14 years of age are killed annually in accidents involving motor vehicles.

3. More than 1,100 of those children are pedestrians.

4. A total of 150,000 children in the 5-14 age group are injured each year in motor vehicle mishaps.

5. One out of 12 children injured in a "school-jurisdiction" accident is on his way to or from school.

That's the problem, and back-to-school time is when the problem reaches its peak.

The National Safety Council, Teamster local unions, trucking industry representatives and professional drivers have given the matter considerable thought and have come up with these suggestions—common sense rules perhaps, but they are the kind most often violated.

"Parents," the Council says, "should teach their children to stop, look and listen before crossing streets or railroad tracks. It's not old fashioned to

be safe. Parents should set a proper example. Don't expect a child to obey a rule you violate.

1. Keep your vehicle in good condition, especially tires and brakes.

2. Drive slowly near schools and slow down where children are walking or playing. A rolling ball means a child close behind it.

3. Expect the unexpected from children. Most of them get hurt running from behind parked cars or crossing in the middle of a block.

But the pursuit of safety is nothing new to America's truck drivers. It is more than just a word to them; it has become the byword of the trucking industry. And no group that travels the nation's highways has amassed a better safety record.

The National Safety Council statistics show a constantly decreasing number of trucks involved in traffic accidents on the percentage of registration basis. On the same basis, passenger car involvement in accidents is on the increase.

In 1948, when trucks represented 18 percent of vehicle registrations, they were involved in 17 percent of all traffic accidents. Passenger cars held 81 percent of registrations and participated in 80 percent of the acci-

dent rate. In 1958, latest year for which data is available, trucks constituted 16 percent of all motor vehicles, yet participated in only 11 percent of the accidents on our highways, while passenger cars, with 83 percent registration, were involved in 87 percent of highway mishaps.

Truck drivers are professional drivers. In the industry, a driver is charged with an accident if he in any way contributed to its occurrence, regardless of whether or not he was legally at fault. An impartial study of 52,000 accidents involving trucks showed that not more than 30 percent were chargeable to truck drivers. In fatal accidents, no more than 20 percent were chargeable to truck drivers as against 80 percent attributable to passenger car operators.

Since the dawn of the automotive age back in the early 1900's, the need for safe driving habits on the nation's streets and highways has become increasingly more important. The country's truckers were among the first to recognize this need, and have played a major part in establishing and maintaining safety programs for the mutual benefit of their industry and of the general motoring public.

With more and more vehicles pro-

duced each year, the number of accidents in the United States has increased to the point that the toll of deaths resulting from motor vehicle accidents has reached the staggering figure of 40,000 a year. In addition to this frightful sum, more than a million others are injured every year in traffic accidents, and the property loss amounts to some two billion dollars—enough to feed and clothe more than two million Americans for a year!

As the use of trucks began to grow, professional drivers and the men who employed them quickly saw the need for an efficient and well-organized safety program. Accidents not only caused death and injury, but they were costly, wasted the time of damaged vehicles, made expensive repairs and sometimes replacement of the vehicle necessary, damaged or destroyed valuable cargoes, and created ill-will among the motoring public.

With the cooperation of drivers and many Teamster locals, operators set up safety programs, which included rigid rules and a thorough training period for all drivers before they were permitted to take a truck out.

That these programs have paid off in concrete results is vividly demonstrated by the dramatic drop in truck involvement in highway accidents, as

described in the Safety Council's figures. Further results of the industry's stress on safety is evidenced in a study made by an insurance company that indemnifies more commercial vehicles than any other. Of 104,000 accidents in its recent records, this company found there were 89,472 involving collisions of trucks and passenger vehicles. In the insurance study, the truck drivers were blamed for an accident if they had neglected to do anything possible that might have prevented it, even if the other driver was legally at fault.

Judged on this severe "last chance" basis, truck drivers were held absolutely blameless in 70 percent of collisions. That is, there was absolutely nothing they might have done to prevent the accident seven times out of ten. In only 30 percent of the cases were they at fault or might have prevented the accident by unusually quick thinking or by outstandingly resourceful or dangerous counteraction. Among the 900 fatal accidents in this same list, the truck drivers were held helpless to prevent the collision in 80 percent of the cases.

These are the first valid and acceptable figures ever available on this subject, and cover all kinds of commercial trucks, from coast to coast. The plain

indication is that the professional truck driver is a better and safer driver than the average motorist by a wide margin.

While the trucking industry and the professional driver are meeting the challenge of today's crowded streets and highways with marked success, the same can not be said for the nation's young drivers. This fact, even more than the return to school of the elementary grades groups, will pose a serious problem in traffic safety.

It wasn't too long ago that youngsters walked to school, or if they were lucky rode their bikes. The problem of schools in bygone days was to provide enough racks for students' bicycles. Today, high schools must often build parking lots to hold the mass of motor vehicles their pupils arrive in. More serious is the problem facing today's driver who once had to watch for slow moving but unpredictable cyclists but now must meet the challenge of immature drivers performing traffic gymnastics with several tons of often improperly serviced steel.

Nearly six million teenagers, many of them students, drive cars. They make up about 1 out of 14 of the nation's 80 million licensed drivers. But a teenage driver is involved in 1 out of 10 fatal auto accidents. Main fault of the teens, according to the National Safety Council: a tendency to speed. This plus the desire to show off to their friends spells trouble for the young driver and those in their path.

Programs of local and national scope have been instituted to alleviate this situation. Local law enforcement agencies, the public schools, the American Trucking Associations and the Junior Chamber of Commerce have all been active in promoting safety education for young drivers, with the Jaycees' Safe Driving Teenage Road-o being an outstanding example. Designed to encourage teenagers to share their responsibility for safe driving on the nation's highways and streets, the program has grown since 1952 from participation by some twenty thousand until now it annually attracts three hundred thousand young drivers in two thousand communities.

No group of drivers has more to gain by improving the safety of our streets and highways than does the professional driver who daily places his life in the hands of the worst driver he meets. Continue your safe driving practices and encourage the new operator in your family to know and abide by those practices. In that way, perhaps the heavy toll of death and injury to our young can be lessened and eventually eliminated.



Using animal acts and magic shows, American Trucking Associations take safety message into schools throughout nation. Teamsters have cooperated in programs.

Hartford, Conn., Teamster Local Marks 25th Anniversary



Scenes at observance marking twenty-fifth anniversary of Local Union 671, Hartford, Conn. At left, John Maher, secretary-treasurer, speaks. Seated is IBT Vice President Harold J. Gibbons, executive assistant to the General President. At right, General President James R. Hoffa (second from left) chats with Local 671 officials, including Secretary-Treasurer Maher, Business Representatives James Broothroyd and Raymond Murphy and Toastmaster Fred Roberto, president of Joint Council 64.

THE SECRETARY-TREASURER and two business representatives of Local 671 were tendered a tribute when the Hartford, Conn., local marked the twenty-fifth anniversary of its charter by the IBT.

At a banquet in their honor, John Maher, secretary-treasurer, and Business Representatives James Boothroyd and Raymond Murphy were given credit for the growth of the local from a modest start in 1934 to its position now as the third largest freight local in New England.

"These three men . . . have tirelessly devoted their time and efforts to the best interests and welfare of our membership," stated the local's testimonial. "We have felt free to come to them with our problems, union and personal. We, the membership, feel that this small honor we are showing them tonight is hardly enough for all the good that they have done for us. We are being well represented."

Featured speaker of the evening was International President James Hoffa, who joined with the membership in praising the working relationship between Local 671 and their employers throughout New England. The local is covered by the New England Freight Agreement in company with 16 other locals in Massachusetts, Rhode Island and Connecticut. This agreement guarantees some of the finest wages, pension plan and health and welfare benefits in the country.

Other speakers introduced by Toastmaster Fred Roberto, president of

Joint Council 64, were Sixth Vice President John O'Rourke, Vice President John Lane of Associated Transport, Inc., Richard Bell of the Eastern Conference of Teamsters, General Organizer Nicholas Morrissey and Commissioner Renato E. Ricciuti

of the Connecticut State Department of Labor.

Following the festive banquet at the Statler Hilton Hotel and the speeches, entertainment was provided by Al Gentile and his orchestra and a musical and comedy revue.

Founder of Local 110 Lays Down Reins

H. D. Lehman, one of the founders of Johnstown, Pa., Local Union 110, and who served as its president since it was chartered in 1933, retired recently after more than 40 years of service in the Teamsters Union.

In the 26 years he headed the movement in the Johnstown area, Brother Lehman was instrumental in guiding its growth from an original membership of only five Teamsters, to its present total of approximately 2,500.

As an employee of the Socony Vacuum Company, Brother Lehman helped organize the first Teamster unit in Johnstown in 1919, but this lasted only two years.

Assisted by a fellow driver, Charles Kocher, he began organizing again in 1932, and to build around the nucleus of the five men enrolled at the first organizing meeting. At the second meeting only 15 were in attendance, but undaunted, the pair applied for a charter, which was granted in October of 1933.

By the end of the year, 90 members

were on the rolls in the area, which was dominated by the then strongly anti-union steel industry. With the passage of the National Industrial Recovery Act and its successor the National Labor Relations Act, granting workers the right to organize free from coercion and intimidation, the local progressed rapidly.

In addition to the presidency of Local 10, Brother Lehman served during his long career as vice president of Teamsters Joint Council No. 40, business agent of the Johnstown Building Trades Council and president of the Johnstown Central Labor Union.

A lifelong resident, Mr. Lehman was born in Johnstown in 1901. He is married and the father of four children.

His unexpired term, which runs until the end of 1961 will be filled by James Hays of Johnstown, vice president for the past six years.

President Hays announced the appointment of Clair Doll of Johnstown as vice president.

The Crosby Story

International Officer Vindicated

A LITTLE over three years ago Clyde Crosby, International Organizer for the state of Oregon, was subjected to one of the most intensive campaigns of vilification ever witnessed in this country. For a period of over three weeks not one day went by that his name was not emblazoned in the headlines of the once respected Portland *Oregonian* newspaper. Day after day he was accused of practically every crime in the book. He was alleged to be engaged in a conspiracy to control all gambling, and other vice in the area. He was out to gain control of the law enforcement mechanism of the state of Oregon. He wanted to be political czar of the state. So said the blaring headlines. The underlying theme, of course, was that he, Crosby, was doing this on behalf of the Teamsters' Union.

What was the basis for the charges? Where did the alleged evidence originate? It came from James Butler Elkins, for many years the king-pin of the Portland underworld. "Big" Jim's criminal record goes back 30 years and covers almost two single-spaced pages in the FBI files. Very few phases of criminal activity have been neglected by this sordid character. Narcotics peddling and addiction, gambling, prostitution, thug, gunman, criminal psychopath—you name it, "Big" Jim has done it! Yet this is the man the Portland *Oregonian* referred to very delicately as a "night life bankroller" and the McClellan Committee as a patriotic citizen.

Hysteria Created

In the midst of this skillfully manufactured atmosphere of hysteria and emotion a grand jury was convened. Under the runaway direction of one Arthur Kaplan, the same Mr. Kaplan who as a McClellan Committee investigator, pulled a gun on union officials in Detroit, indictments were returned by the dozens—altogether almost 150. Mr. Kaplan then left town. Shortly thereafter the courts took over. Today, after three years and several trials, all indictments have been dismissed. Persons tried, including Crosby, were found innocent. The last indictment against Crosby was dismissed recently by the Oregon State



Clyde C. Crosby

Supreme Court. What is left of the whole mess? Only the conviction of Elkins and one of his henchmen by a Federal Court for wiretapping, a conviction upheld by a U. S. Court of Appeals.

It can be said that justice has been done, but the shattered reputation of innocent people, the mental torture and suffering of their wives and children is a blot that cannot be erased. How can society atone to a man forced, virtually alone, to fight a battle against contrived evidence, lies and distortions; against a powerful newspaper; against the power of the state used by dishonest men for their own dishonest purposes? It is practically impossible. One way is not to allow ourselves to be stampeded into hasty conclusions based on headlines. Many persons have been tried by the press and been found guilty only to be found innocent by a jury of their peers in the orderly processes of our judicial system. The basic American concept that a man is innocent until proven guilty is still sound. It must not be subverted by head-line hunting politicians or by a sensation-hungry public.

The following editorial which appeared in the Portland *Oregon Journal* recently sums up the Portland story. It reflects the calm thinking of

a responsible newspaper. This editorial was read into the Congressional Record by Senator Wayne Morse, Oregon's Senior Senator.

"The Vicecapades are over. After more than three long years, the creaking spectacle has litigated its way to a final curtain.

"It was a play without a climax. When the Oregon Supreme Court dismissed the last Crosby indictment this week, it simply cleared the cluttered stage. The house lights went up and a few weary spectators went home.

"Admittedly, the play had its moments. It opened with a brassy fanfare that was impressive. A second act, set in the nation's capital, produced a few elements of drama. But the third act was tedious, anti-climactic and inconsistent with the plot laid down by the producers. The players set down as villains suddenly became heroes. The "good guys" created by the script writers refused to be good.

"From time to time, those responsible for the flimsy sets, the gossamer trappings and the bad casting tried to doctor their brainchild. But no amount of play doctoring could save this ill-conceived tragicomedy. Once packed houses dwindled until they were virtually empty. The public walked out and left the denouement to the few lawyers, union leaders and newspapermen who still held a modicum of interest in the outcome.

'What Went Wrong'

"What went wrong? Critics of the theater realize the importance of star-billing and timing in showmanship. The timing, in this instance, was as inopportune as the producers were opportunistic. Instead of letting the Oregon state police complete their complex investigations, they hurriedly splashed their billboards across their front pages. And on the marquees, in lights, they raised the name of their star.

"Opening night was scarcely over when firstnighters began wondering about the identity of this unknown, elevated to stardom. Who was this Big Jim Elkins? The exploitation sheets called him a "night-life bankroller," a patriotic citizen and a reformed gambler. But more discerning play-

goers began to see him for what he was—thug, hoodlum, gunman, narcotic addict, liar and criminal psychopath. The pressagentry was good, but not good enough to make the public swallow the myth of a former racketeer emerging from a cocoon of self-righteousness to denounce his fellow bad actors.

"And so the bubble burst. Juries began bringing in acquittals. Indictments went down the drain. The Vicecapades were fatally ill and only the final drop of the curtain remained.

"And now that the 1956-1959 extravaganza is over, who is there to take the bows? Who will come to the footlights? We hear no shouts of 'Author!'

"With 115 indictments out of 117 in the refuse barrel of legal history there is little likelihood that Atty. Gen. Robert Y. Thornton will ever clip his press notices. Handed what could have been the stellar role, he played it like a repertory walk-on.

"In all fairness to Thornton, it should be pointed out that few prosecutors have ever proceeded under more difficult circumstances. From the beginning the *Oregonian* attempted to dictate the course of the investigation, badgering Thornton and his aides and seeking to influence grand jury deliberations. Added to this harassment were the activities of Arthur G. Kaplan and Ralph Wyckoff, former assistant attorneys-general. These men wrested from Thornton the control of a runaway grand jury, issued indictments on a wholesale basis and finally issued a grand jury report condemning their own boss. Kaplan ended his ignominious reign over the investigation by taking his flair for dramatics elsewhere, leaving the prosecution of his hateful of indictments to others.

"By any index, the vice investigation was a virtual failure. It cost the taxpayers an estimated \$200,000 and left few tangible results. One can cite the removal of former Dist. Atty. William M. Langley from office as an act in the interests of good government. But what of the guilty who went un-indicted? What of the corruption in city and county government that was never explored? And, surely, most shameful of all, what of the persecution of the innocent?

"Far greater than the monetary cost of the vice probe was the damage it did to the reputations of honest men and to the name of Portland. This

proud, staid city was branded with the undeserved stigma of vast wickedness. Men of good repute were hounded, indicted, pilloried in print and subjected to mental torture as well as to great personal expense.

"Happily, the mills of justice, like the mills of the gods, grind both slowly and exceedingly fine. Those wronged in most instances have won acquittal both at court and in the eyes of their fellow citizens. And there is still hope that some of the real wrongdoers will yet go to prison.

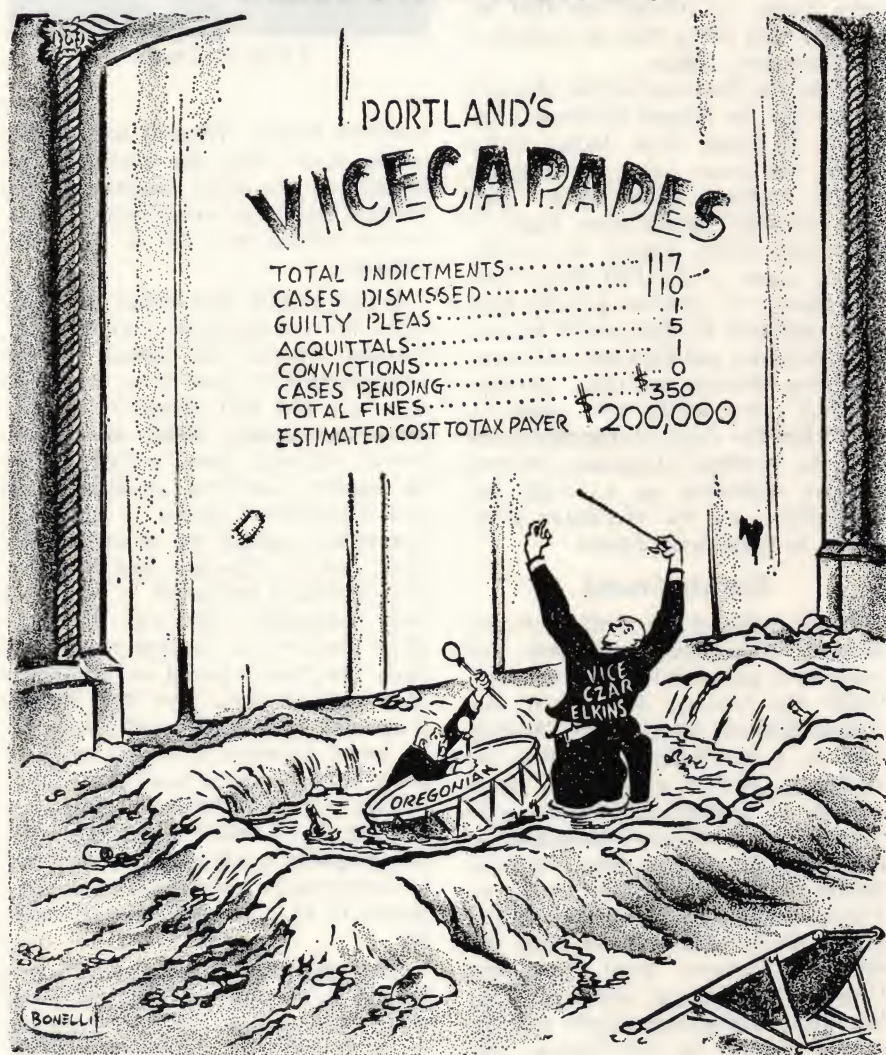
"Throughout the long course of the vice probe and subsequent legal proceedings, *The Journal* clung to a consistent editorial policy of "let the chips fall where they may" and of a demand for a complete, thorough airing of the vice scandals. It takes no satisfaction in the collapse of the investigation and its rather ridiculous conclusion. It

merely points out that a ship badly launched is a ship too often built to founder.

"Repeatedly, this newspaper pointed out that when the probe was finished Vice Czar Elkins would probably prove the greatest rogue of all the defendants. As of today, this hoodlum and one of his henchmen are the only principals under prison sentence.

"As this is written, thanks to a vigilant mayor and his police administration, Portland is a cleaner city, almost free of vice and underworld influences. But there are ominous stirrings of a resurgence of such activity just outside the city limits. This newspaper fervently hopes that our elected city and county officials can "keep the lid on." We have no quarrel with proper grand jury investigations. But we believe Portland has seen enough of Vicecapades."

Where's the Audience?



Negro Ban by Teamsters Labeled 'Lie' by Local 407

Teamster Local 407 in Cleveland, Ohio, has joined a host of other labor organizations throughout the country in terming the McClellan Committee's charge that President Hoffa banned Negroes from Teamster membership a "labor smearing lie and an attempt to disrupt race relations in the United States labor movement."

After George S. Maxwell, secretary-treasurer of the Steel Truck Employers Association, told the labor-hating Senate Committee that the Teamsters' President had discouraged the hiring of Negroes as drivers on trucks hauling steel between Youngstown and Detroit, Mich., Local 407 made an extensive investigation of the charge. They found that over 200 Negro members of the IBT are driving such trucks with Teamster membership ranging from 10 to 30 years.

Long-Time Members

At Associated Transport, one of the Nation's leading trucking concerns, the investigation found that Negro drivers transport their cargoes to 17 states in which the company operates. Listed among the crew of warehousemen and truck drivers were men like

Joe Spates, a member of the IBT for 20 years; Adolph Robinson and Roosevelt Rucker, with 15 years of Teamster membership and Rudy Taylor and Shorty Rutherford both of whom have many years of membership in Local 407.

Shifting from freight operations, members of the investigating team visited the headquarters of the Gardner Cartage and Hauling Company. Here it was found that Negro employees have been hauling rigging supplies and tools for over 50 years.

Said Joseph Gardner, founder of the carrier, "One of my chief employees has now moved into the house I lived in and has two of his sons with the firm." They are Negroes.

No Discrimination

Gardner listed more than two dozen employees whom he said "have been with the company for periods ranging from 10 to 20 years. "There are still some businesses and industries that prefer to be 'selective' and discriminatory in their personnel, but such is not the case with our company or the union we bargain with."

William J. Welch, executive secre-

tary treasurer of Local 407, called Maxwell's testimony before the McClellan Committee "irresponsible and slanderous."

Many Races

"In a Local 407 we do not recognize the word integration," Welch said. "Our members represent many races of people. Any man or woman that has the ability to fill the needs of the crafts we bargain with is welcomed as a member of our organization."

Testimony Distorted

George S. Maxwell, an employer representative for the Steel Trucking Employers Association in Cleveland, Ohio, pointed out in a 30-minute interview at his office after he appeared as a witness before the union-busting McClellan Committee that his testimony was rudely distorted.

"I think the McClellan Committee did a disservice to Hoffa and the Teamsters' Union as well as labor practices relating to integration in general," Maxwell declared.

"Since the time I testified before the Committee I am sure that Negroes have driven and are still driving trucks into Michigan hauling steel. I believe I have seen some since that time."

He said that when he testified before the Committee he was speaking of one specific instance that occurred during a particular situation in 1952. "I believe that the International Brotherhood of Teamsters is doing as good a job in the integration of Negroes in their crafts as any other labor organization," he stated.

Commenting on the way the McClellan Committee had distorted his testimony, Maxwell declared: "Jimmy Hoffa is an administrator of a big organization. It is common knowledge that this Congressional committee has been scratching away at Hoffa today as they did against John L. Lewis in his heyday of labor leadership for the coal miners."

Dairy Workers Reject AFL-CIO Union, Pick Teamsters Despite Smear Tactics

Workers at the Maysville, Ky., Carnation Milk plant have chosen the Teamsters Union as their bargaining representative, ousting the Textile Workers Union of America (AFL-CIO).

In its bid to retain bargaining rights at the plant, the AFL-CIO union recited parrot-like the allegations of the anti-labor McClellan Committee, but the workers were not impressed by the smears.

In the can manufacturing plant, they voted: Teamsters, 73; TWUA, 32.

In the condensory, the TWUA was given an even worse shellacking. The vote: Teamsters, 115; TWUA, 17. There was one ballot for "no union" and five were spoiled or challenged.

Howard Haynes, secretary-treasurer of Dairy Workers Local 783, which won the victory, said the TWUA was

voted out by the employees because the union had failed to service the membership.

A TWUA spokesman, surveying the defeat, gave the candid analysis that the workers "were interested in money." He said a Teamster master agreement with Carnation would give the workers wage increases of from 50 to 60 cents an hour in the next five years.

TWUA apparently had little ammunition to fire in its defense, relying almost completely on re-hashing the smear and propaganda of the McClellan Committee by letter and by personal contact.

Four full-time TWUA representatives led the losing battle. They were armed with bundles of newspaper clippings on the McClellan Committee hearings from the daily press, which under other circumstances the TWUA has repeatedly called "anti-labor."

**INTERNATIONAL BROTHERHOOD OF TEAMSTERS
AND ITS SUBSIDIARY—TEAMSTERS NATIONAL HEADQUARTERS BLDG. CORP.
CONSOLIDATED BALANCE SHEET
As at June 30, 1959**

ASSETS

Cash:		
On Deposit	\$624,920.33	
In Transit	24,688.87	
Office Fund	500.00	\$650,109.20
Accounts Receivable:		
Advances—Affiliated and Allied Organizations	79,342.00	
Advances for Bookkeeping Machines	92,544.78	
Monitors' Revolving Fund	5,000.00	
Others	168.05	177,054.83
Inventories—Cost or Market Value:		
Local Union Supplies and Equipment		150,417.33
Investments:		
Securities—Maturity Value (Note 1)	32,454,435.13	
Accrued Interest Thereon	277,424.50	32,731,859.63
Deposits:		
Local Union Supplies	10,486.30	
Monitors, Airline Deposit	425.00	
Others	725.00	11,636.30
Deferred Charges to Future Operations:		
Prepaid Insurance	18,144.65	
Prepaid Surety Bond	51,943.84	
Prepaid Appeal Bond	620.83	
Prepaid Postage	880.69	
Prepaid Building Operation Costs	202.41	
Cafeteria Stock Inventory—Lower—Cost or Market	665.69	
Prepaid Branch Office Expense	1,575.80	74,033.91
Fixed Assets—Book Value:		
Real Estate	5,070,207.88	
Furniture and Furnishings	307,493.43	
Office Equipment	18,927.09	
Automobiles	6,546.80	5,403,175.20
Total Assets		<u>\$39,198,286.40</u>

LIABILITIES AND NET WORTH

Accounts Payable:		
Trade Creditors	\$175,609.24	
Retirement and Family Protection Plan	198,289.70	
Employees Income Tax Withheld	22,348.97	\$396,247.91
Accruals:		
Salaries and Expenses	79,485.00	
Taxes—Social Security	3,924.16	83,409.16
Deferred Income:		
Discount on Mortgages and First Trusts		621,893.44
Net Worth:		
Balance January 1, 1959	38,141,233.68	
Deduct:		
Net Deficit for the Six Months ended June 30, 1959	44,497.79	38,096,735.89
Total Liabilities and Net Worth		<u>\$39,198,286.40</u>

Above Balance Sheet is subject to contested legal fees of \$210,000.00.
Note 1: \$450,000.00 pledged as collateral for Supersedas Bond.

INTERNATIONAL BROTHERHOOD OF TEAMSTERS

Statement of Income and Expenses For the Six Months Ended June 30, 1959

Operating Income:			
Fees			
Per Capita	\$3,413,289.80		
Initiations	300,733.45		
Organizational	105.00		\$3,714,128.25
Other Income:			
Sale of Supplies	58,204.03		
Refunds, Claims and Overpayments	143.75		
Defunct Local's Fund	65.45		58,413.23
Total Operating Income			\$3,772,541.48
Deduct:			
Operating Expenses:			
Per Capita Assessments	12,818.75		
Donations to Subordinate Organizations	799,733.28		
Organizing Campaign Expenses	871,529.50		
Supplies Purchased for Resale	22,130.90		
Magazine, "International Teamster"	436,433.87		
Lobbying Expense	23,360.81		
Legal Fees and Expense	232,437.99		
Retirement and Family Protection Plan	470,274.11		
Monitors' Fees and Expenses	126,737.06		
Donations to Allied Organizations	10,100.00		
Anti-Racketeering Committee	27,368.65		
Officers, Organizers and Auditors, Salaries	359,838.08		
Officers, Organizers and Auditors, Expenses	215,022.55		
Staff Salaries	108,691.04		
Staff Expenses	7,810.34		
Conventions and Delegates' Expenses	1,254.82		
Printing	2,330.65		
Postage	5,905.68		
Telephone and Telegraph	24,679.84		
Express and Cartage	3,809.56		
Office Supplies and Expense	11,215.80		
Office Furniture and Equipment Repairs	1,585.32		
Auditing Expense	1,085.00		
Bonds and Insurance	5,876.91		
National Headquarters Building:			
Custody	4,080.75		
Maintenance, Supplies and Service	59,583.58		
Supervision and General Expenses	3,301.12		
Cafeteria and Kitchen	20,944.77		
Depreciation, Building	48,847.00		
Insurance, Building	2,677.64		
Taxes, Real Estate	29,909.31		
General Executive Board Authorizations	75,063.09		
Donations to Public Causes	2,450.00		
New York Office	8,268.99		
San Francisco Office	4,623.49		
Dallas Office	2,923.60		
Minneapolis Office	13,201.28		
Public Relations	87,740.89		
Taxes, Personal Property and Others	5,820.11		
Taxes, Social Security	21,056.59		
Departmental and Divisional Expenses	222,683.05		
Moving Expenses	1,709.29		
Auto Repair and Maintenance	2,599.07		
Depreciation—Furniture and Equipment	31,069.16		
Health and Welfare Insurance	3,366.50		4,433,949.79
Net Deficit from Operation			(\$661,408.31)
Deduct:			
Financial Income			
Income:			
Interest on Investments	\$666,081.16		
Discount Income	18,452.64		
Penalties on Prepayment	3,411.59		687,945.39
Expenses:			
Investment Expenses	164.25		
Service Charges	55,973.80		
Interest Expense	11,851.88		67,989.93
Net Financial Income			619,955.46
Total Operational and Financial Deficit			(41,452.85)
Add:			
Other Expense—Net			3,044.94
Net Deficit for the Six Months ended June 30, 1959			(\$44,497.79)

() Denotes Deficit.

JOHN H. MCGINLEY, C. P. A. (1927-1955)
LEO F. MCGINLEY, C. P. A.
MEMBERS OF AMERICAN INSTITUTE
OF CERTIFIED PUBLIC ACCOUNTANTS

MCGINLEY & MCGINLEY
CERTIFIED PUBLIC ACCOUNTANTS

UNION TRUST
BUILDING
WASHINGTON 5, D. C.

August 13, 1959

International Brotherhood of Teamsters,
Chauffeurs, Warehousemen and Helpers of America
25 Louisiana Avenue, N. W.
Washington 1, D. C.

Gentlemen:

We have examined the balance sheet of the

INTERNATIONAL BROTHERHOOD OF TEAMSTERS,
CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

as at June 30, 1959 and the related statement of income and expense
for the six months then ended. Our examination was made in accordance
with generally accepted auditing standards and accordingly included such
tests as we considered necessary in the circumstances.

In our opinion the accompanying balance sheet and statement of
income and expense present fairly the financial position of the

INTERNATIONAL BROTHERHOOD OF TEAMSTERS,
CHAUFFEURS, WAREHOUSEMEN AND HELPERS OF AMERICA

as at June 30, 1959 and the results of its operations for the six
months then ended.

Respectfully submitted,
MCGINLEY AND MCGINLEY,

By Leo F. McGinley,
Certified Public Accountant.

Teamsters, AFL-CIO Win New Agreement

A Teamster and AFL-CIO negotiating team has successfully concluded a new two-year labor contract with the Argonne National Laboratory in Chicago—the Atomic Energy Commission's installation in this area.

The new agreement calls for an 18 cents per hour wage increase over the two-year period in addition to substantial improvements in fringe benefits.

Representing the Teamsters' Union on the joint negotiating team was David O. Sark, president of Local 726. AFL-CIO representatives included T. J. Murray, president of Local 134 of the International Brotherhood of Electrical Workers; W. D. Collins, secretary of Local 321, Building Service Employees' International Unions; B. O. Lofgren, business representative for the United Brotherhood of Carpenters and Joiners of America; and E. H. Rieck, business representative for Local 507 of the United Association of Journeymen and Apprentices of the Plumbing and Pipefitting Industry.

ITU President Lashes 'Get Labor' Tactics

Elmer Brown, General President of the 107-year old International Typographical Union, keynoted the union's 101st Convention with a strong attack on those he declared "are responsible for the dangerous situation in which the general labor movement finds itself today.

"Some of the lawmakers," Brown told the Convention, "as soon as Congress convened, cried: 'Let's get labor,' while others said, 'Let's reform labor.'"

"But what both groups meant, and what they have been doing throughout the session," Brown continued, "adds up to the same objective: Give labor the business. Weaken labor by smearing its leadership. Bust the labor movement by legal strait-jacketing..."

Of the McClellan Committee proceedings, Brown stated:

"This 'Playhouse 90-type serial' has captured the attention of an ignorant element of the public which has come to believe that a trade union, particularly a union official, is one to be shunned as a plague."

Local 335's First Pensioners



First to retire on pension under the program won by Local 335, Kansas City, are shown with the local's president, William F. Carr. From left: John R. Beatty, Hale H. Heiney, President Carr, Fred G. Williams and Frank Botteron. The retirees have memberships ranging from 25 to more than 40 years.

Four members of Local Union 335, Kansas City, pioneer Teamster local chartered in 1903, have become the organization's first retirees under a union-won pension program.

First to qualify under the Central States, Southeast and Southwest Area Pension fund negotiated by the Local

in 1957 were:

John R. Beatty, a member of the local since 1932; Hale H. Heiney, a member since 1925; Fred G. Williams, who joined in 1934, and Frank Botteron, whose membership goes all the way back to 1918. All are former bakery drivers.

'Piggy-Back' Operation Studied



New Plymouth plant in St. Louis, Mo., is planning "piggy-back" operation, using truck trailers and rail cars, soon as it gets into production, reports Charles W. Grogan, president of Local Union 600. Photo shows company representatives checking ramps. Company anticipates loading out from 60 to 75 loads a day.

Teamster Raps Magazine Editor, Asks Pope for Investigation

A surprising attack against the Teamsters Union and its General President in *The Sign*, national Catholic magazine, has drawn a stinging rebuke from Frank E. Fitzsimmons, vice president of Local Union 229, Detroit, who also asked Pope John XXIII to investigate the attack "for the benefit of all Catholic people in America who have access to this magazine."

Proud of Religion

In a letter to the Rev. Ralph Gorman, C.P., editor of *The Sign*, Fitzsimmons outlined his own and his family's Catholic upbringing and said he was "happy and proud to be a Catholic."

"Please be assured I find no fault with the Catholic Church," the Teamster wrote.

What he questioned, Fitzsimmons said, was the editor's right to "take it upon yourself" to attack the Teamsters and Teamster President James R. Hoffa.

"I want it clearly understood," the letter continued, "that I think your comments and your articles in the past . . . pertaining to (the Teamsters) are a complete distortion of the truth."

"Further, I think you as a leader in Catholicism should do as we have been taught, since we were old enough

to understand the doctrine of the Catholic Church and its teachings, that we do not condemn our brothers without a just trial."

'Check Sources'

Fitzsimmons suggested the editor should check the sources on which the article was apparently based.

"If you make a thorough investigation," he wrote, "you will find that the Kennedy-McClellan Committee conducted hearings in a high-handed man-

ner by submitting individuals, along with their families, to the American public for damnation through the medium of the public press . . . not allowing them due process of law, not allowing to question the integrity of a witness."

Copy Sent

In his letter to Pope John, Fitzsimmons said he was forwarding a copy of his letter to *The Sign* editor "because I do not think that it is the policy of the Catholic Church to allow Catholic publications to take it upon themselves to violate the doctrine of the Catholic Church and its teachings."

Court Order

By order of the United States Court of Appeals for the District of Columbia, THE INTERNATIONAL TEAMSTER publishes that part of the Court's findings dealing with Godfrey P. Schmidt.

"Referring to the various charges against Mr. Godfrey P. Schmidt appearing at page 8 of the October, 1958, issue of THE INTERNATIONAL TEAMSTER, the District Court found all of them unproved. The Court of Appeals said: 'We accept these findings other than the one as to conflict of interest. The undisputed facts are that during the time Mr. Schmidt has been a monitor he has represented Producers Distributors Associates, an employer, in arbitration proceedings in New York involving Teamster Local 816, including conferences with the secretary-treasurer of the local in New York; that a member of the office of Mr. Schmidt appeared before the National Labor Relations Board on behalf of Howard Johnson Restaurants in connection with decertification proceedings involving the same local; that he represented the Schraffts Restaurant chain in New York and in connection therewith assisted to some degree in passing upon a contract between Teamsters' Local 816 and a trucker company who is the commissary carrier for Schraffts, and had conferences on the contract with the secretary-treasurer of the local; that his firm represented the Coin Service Company of New Jersey in negotiations of the company looking toward a contract with Local 575, a Teamster local in New York, and also represented the Independent Sanitation Owners Group of New York in contractual negotiations with Teamsters' Local 813. There is no suggestion by us that in any of these matters, or otherwise, Mr. Schmidt has not conducted himself lawfully, in good conscience, and openly; but we believe conflict of interest exists nonetheless. His private employment in negotiating with Teamster locals on behalf of employers tends potentially—and that is all that is necessary to create conflict of interest—to condition the exercise of his public responsibility as an officer of the court. Obvious, too, is the potential pressure upon Teamster locals in negotiating terms of employment with one who while representing the bargaining employer is a monitor who possesses great influence in the affairs of the Teamsters.

"Since, however, Mr. Schmidt is an officer of the District Court, we simply state our disagreement with the finding that no conflict of interest was shown. Whether the conflict of interest which was shown disqualifies him as a monitor is a matter to be determined initially by the appointing court in the exercise of a sound discretion on our remand of the case."

FEIA President Resigns; Ronald Brown Is Named

Ronald A. Brown, Executive Vice President of the Flight Engineers International Association, has assumed the duties of the General President of the FEIA since the recent resignation of George R. Petty, Jr., the organization's former President.

Held Many Offices

Brown held the offices of Council Chairman, Chapter Educational Chairman, Assistant to the President of the Chapter and Chapter Vice President before winning the post of Executive Vice President.

The election for General President of the Flight Engineers International Association and other executive officers will be held early next spring when the union holds its annual Convention.

WHAT'S NEW?

Ease of Operation Of Door Hold-Back

A Cleveland firm has placed on the market a new door hold-back for large truck van bodies and semi-trailers. This unit is mounted through the body side panel and underneath the floor and operates by a simple pull and turn to hold or release the door. Thus, it can be operated with gloves on. Drop-forged and cadmium-plated, the hold-back is supplied with a steel or brass high-strength spring.

Inflating Tire Cleats Fit Any Size Wheel

Any size wheel from 7.00 on up to 11.00, 20 or 22.5 inch rims, tube or tubeless can be fitted with a new line of traction cleats that are inserted between dual-wheeled tires with perfect ease. Each cleat is mounted on a nylon bag covered with gum tread. The driver slides it between the dual wheels and inflates it with a hose connected to the outer tire, and once inflated the cleat cannot come loose. The device is designed for getting in and out of muddy construction sites or to free a truck stuck in snow or mud.

Neat, Efficient Work On New Car Desk

Comfortable and efficient desk work can be performed in a car or truck cab through the installation of a new car desk which is clamped under the dashboard and supported by a leg on the transmission tunnel. Measuring 12 by 16 inches the desk requires no holes drilled for installation and will support the weight of a portable typewriter.

Fluorescent Paint Is Visible "Several Miles"

Fluorescent paint that comes in eight colors and is so bright, accord-

ing to its Chicago manufacturer, that it can be seen for several miles, is now available. Adaptable to many types of application, brush, roller, spray equipment or from aerosol cans, the paint is particularly adaptable for safety stripe patterns, especially in bad weather and under poor visibility conditions.

Silicone Spark Plug Wire Withstands Heat

Where high engine compartment temperatures crack or damage conventional spark plug wire, a new type of wire with a silicone insulation and a glass braid can withstand the heat well. This seven strands of stainless steel wire covered with the silicone compound is said to give more starting voltage with less coil energy. It is available in 1,000 and 100 foot spools.

New Ignition Booster Improves Performance

Engine idling and performance at cruising speeds are improved with a new ignition booster installed in the distributor head or high tension coil with a connection to the vacuum line. Giving a secondary spark gap which is said to improve performance, the booster permits vacuum pressure to adjust the spark gap, eliminating it for cold start cranking and full throttle driving.

Truck Rack Features Ease of Assembly

Pipe and cast aluminum fitting have been utilized to form an adjustable, multi-purpose type of truck rack which comes ready-built or as a "do it yourself" kit. Seven settings permit nine different variations and since the pipe isn't threaded or welded it can be removed or adjusted with ease by loosening the recessed set screws and tightening with a hex wrench. The manufacturer is in Cincinnati.

Cite Advantages Of Undercoat Sprayer

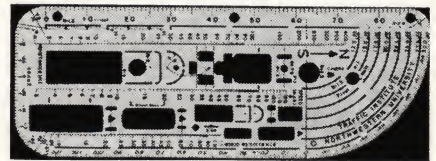
A 10 to 1 ratio pump is featured in a new undercoat sprayer powered by an air motor that can deliver up to 5 gallons per minute at a working pressure up to 1000 psi. Featuring

its own built-in heating element the unit delivers a hot spray application of asphalt-type undercoat materials said to give a better film build-up with less shrinkage and a faster drying time, according to its Texas promoter.

Solid Film Lubricant During Engine Rebuilding

Pre-lubrication of parts during engine rebuilding is improved by use of a solid film lubricant which forms a solid surface layer over dry metal to prevent scoring, scuffing or seizing. Sprayed on in a liquid form, the lubricant that is made of colloidal synthetic graphite is recommended for use on engine parts such as bearings, crankshafts and pistons. The liquid evaporates immediately, leaving a solid film which can also give supplemental lubrication during engine break-in.

Diagram of Accidents With Traffic Template



Scale diagrams of accidents can be made with ease and accuracy by using this 10 by 3 3/4 inch traffic template designed by the Director of the Traffic Institute at Northwestern University. Using scales of 10 and 20 feet to the inch, fleet safety men, traffic engineers and others can draw accident diagrams accurately, indicating with cutouts the outlines of vehicles, signs and other traffic signals. Priced at \$2 each or \$1.60 for orders of five or more, the template comes with a 20-page illustrated manual which shows in detail how to use it and how to estimate speed from skidmarks.

Hose Clamp Kit For All Fleet Needs

According to its Pennsylvania fabricator, one kit of their new hose clamps can handle all fleet needs. Permitting the making of clamps in any size in minutes without special tools, the kit offers band material made of stainless steel. The buckle, on which the strap winds, is made of heat-treated steel and is coated for corrosion resistance.



LAUGH LOAD

Backward Looker

A pan handler approached a pedestrian and said.

"Give me a dime to buy a cup of coffee."

Pedestrian: "But I just gave you a dime 10 minutes ago."

Panhandler: "Stop living in the past."



Perfect Specimen

Joe: Milk is a great bone builder, so I drink lots of it.

Moe: Yeah, and you've got the head to prove it.



All Tied Up

Herman Levin, producer of *My Fair Lady*, tells of the two women who sat in the orchestra, an empty seat between them. At the intermission one said, "I waited eight months for my ticket."

"So did I," said the other.

"What a shame—this empty seat," said the first.

"Oh, that's mine, too," replied the other. "It was my husband's only he died."

"But couldn't you have brought a friend?"

"No," she said, shaking her head. "They're all at the funeral."



Great Pals

Truck Dispatcher: "I understand you did quite a bit of fishing on your vacation. Did you fish with flies?"

Driver Superintendent: "Man we fished, ate, slept, danced, boated, camped, drank and swam with them."



Small Contribution

"And upon what income do you propose to support my daughter?"

"Five thousand a year."

"Oh, I see. Then with her private income of \$5,000 a . . ."

"I've counted that in."

Worth a Try

The surly old miser felt sick, and in a panic sent for the local clergyman, although he had never done anything to help the parish.

"If I leave \$10,000 to the church," he croaked, "will my salvation be assured?"

"I wouldn't be certain," replied the clergyman, "but it's well worth trying."



Safe

The boss returned in a good humor from lunch and called the whole staff in to listen to a couple of jokes he'd picked up. Everybody but one girl laughed uproariously.

"What's the matter?" grumbled the boss. "Haven't you got any sense of humor?"

"I don't have to laugh," said the girl. "I'm leaving Friday anyhow."



Something Needed

"Why do you always type your employer's speeches from dictation instead of using shorthand?"

"Because," answered the typist of a long-winded member of congress, "I need the noise of the machine to keep me awake."

Bright Side

"I know I'm not much to look at," admitted the suitor.

"Oh, well," philosophized his bride-to-be, "you'll be at the office most of the time."



Sure Thing

Shop Foreman: "I'm looking for a gift for my girl. I want something that will make her face light up; something that will make her eyes sparkle; something that will rekindle the fire of love."

Jeweler: "Well, if you're trying to burn her up, don't give her anything."



Stick to Business

Doctor: "You have acute appendicitis."

Freight Claim Steno: "Listen, Doc, I came here to be examined, not admired."

Modest Type

At a dinner party one evening, a lady was introduced to a tall, rangy Texan.

"Oh, are you one of those rich Texans I've heard so much about?" she gushed.

"Wal, ah guess so," answered the other.

"Tell me, are you an oil man?"

"Nope."

"Cattle?"

"No, ma'am."

"How about real estate?"

"Wal, I reckon. I have about 36 acres."

"That doesn't sound like much," the lady commented dubiously.

"No, ma'am, mebbe not," the Texan said slowly, "but my 36 acres are called downtown Dallas."



Close Call

Indignant Woman: "I thought this was supposed to be a respectable hotel!"

Room Clerk: "Why it is, madam. It most certainly is. Is there something wrong?"

Indignant Female: "Well, as I was waiting for the elevator I saw one of those men from the trucking convention chasing a girl down the hall."

Room Clerk: "Did he catch her?"

Indignant Woman: "No."

Room Clerk: "Then the hotel remains respectable."



Power of Advertising

The minister asked for anyone who knew a truly perfect person to stand up. After a long pause, a meek-looking fellow in the back arose. "Do you really know a perfect person?" the minister queried.

"Yes, sir, I do," answered the little man.

"Won't you please tell the congregation who this rare perfect person is?" pursued the minister.

"Yes, sir. It was my wife's first husband."



Take My Advice

Having bolstered himself with a few stiff shots of bourbon before going to the dentist, the Truck Mechanic sank into a chair in the reception room. Beside him sat a fussy old maid.

After a moment, she looked at him scornfully and said, "Whiskey is an abomination. It nauseates me."

"Well, Ma'am, I'll tell you, you may have to do what a friend of mine did—quit the stuff."

FIFTY YEARS AGO

in Our Magazine



(From Teamsters' Magazine, September, 1909)

Exit Traitors

LETTERS deploring the organizing of splinter groups within the IBT have begun to pour into the International headquarters at Indianapolis.

A member from Cincinnati writes that he was disturbed to learn that "there has been another rupture down in the city of New York" (see August "Fifty Years Ago").

The writer says that his feelings about the New York affair are shared by a

proves unfaithful the next election or convention is the place to put him out of business."

Justice Will Prevail

In this issue President Tobin explains why the men who viciously attack him in New York were not prosecuted.

"There was nothing done to them or no attempt made to prosecute them for these reasons.

"In the first place, because of the enormous notoriety that would ensue from court proceeding. And also, my only concern was to get well and recover from the injuries received for the purpose of still providing for my family. I believed that justice, in time, would meet those criminals. Therefore, nothing was done.

"However, the matter has been dropped, as far as the General President is concerned, but we trust that they will take heed of the fact that they were lucky in escaping a prison sentence."

If Dirt Was Trumps

Tom Reed, a ponderous member of the House of Representatives, was an avid bridge player—and a good one at that.

One night the Congressman was playing with a group of his old cronies. One had to leave early and a fellow named Blank volunteered to sit in on the game. Reed had met Blank previously at a couple of other sessions and knew him as a tough competitor and one who disliked losing almost as much as big Tom.

Blank also seemed to have an aversion to soap and always carried a good deal of black realty under his finger nails.

As the game wore on, Blank steadily increased his winnings. Finally Reed could contain himself no longer and exploded at the upstart Blank in his metallic nasal tone of voice.

"Blank, if dirt was trumps, what a hand you'd have!"



"great many" of the members of our union, "particularly throughout the middle country."

As a possible solution to the problem, the writer offers this advice:

"In view of this condition of affairs the vital question is, what's to be done? I would say in answer to that question: Get together as men toward men. Be men of one accord, with but one purpose in view. Namely the organizing of the thousands of yet unorganized teamsters of this, our country. Don't stand for anything but a clean, honest administration. Back up with all our might the officer, or officers, that we find true to their obligation and back to the ditch with those that we find otherwise."

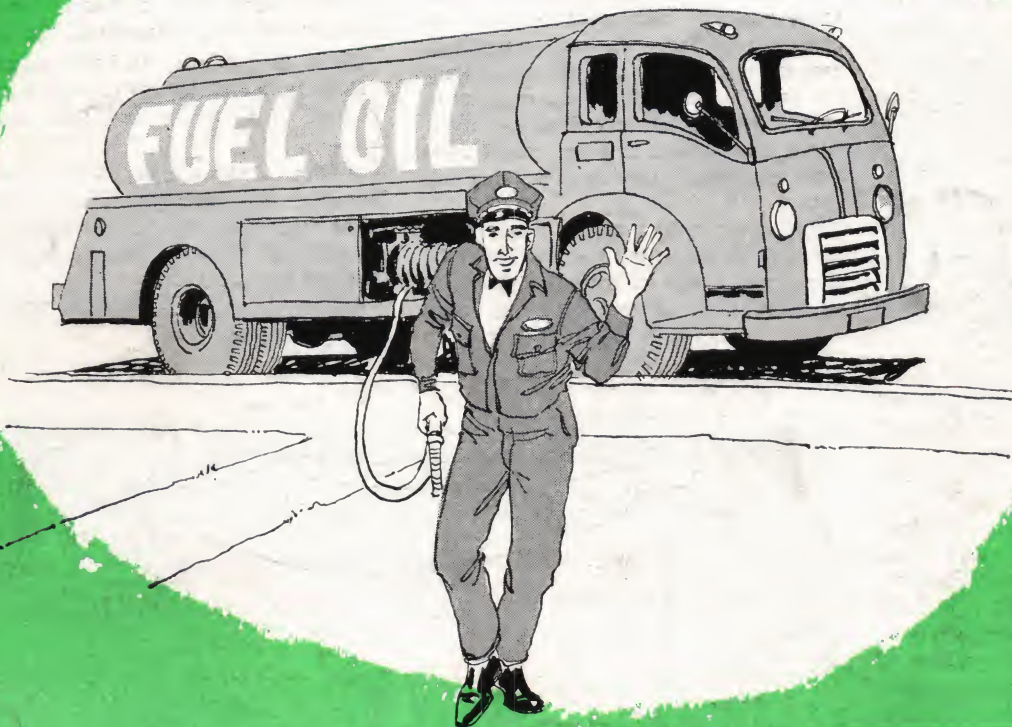
A Chicago member calls those who would attempt to divide our organization "traitors of the worst kind."

In order to avoid a repetition of the recent New York and Chicago affairs, he suggests that every card carrying bona fide teamster go to his union meetings and find out what is going on.

"Go to your meetings and shut up that vulgar hot air shooter; find out where he spends his time, with whom he associates. When you know this you know it all. If a local or International officer



SERVICE



BY TEAMSTER

